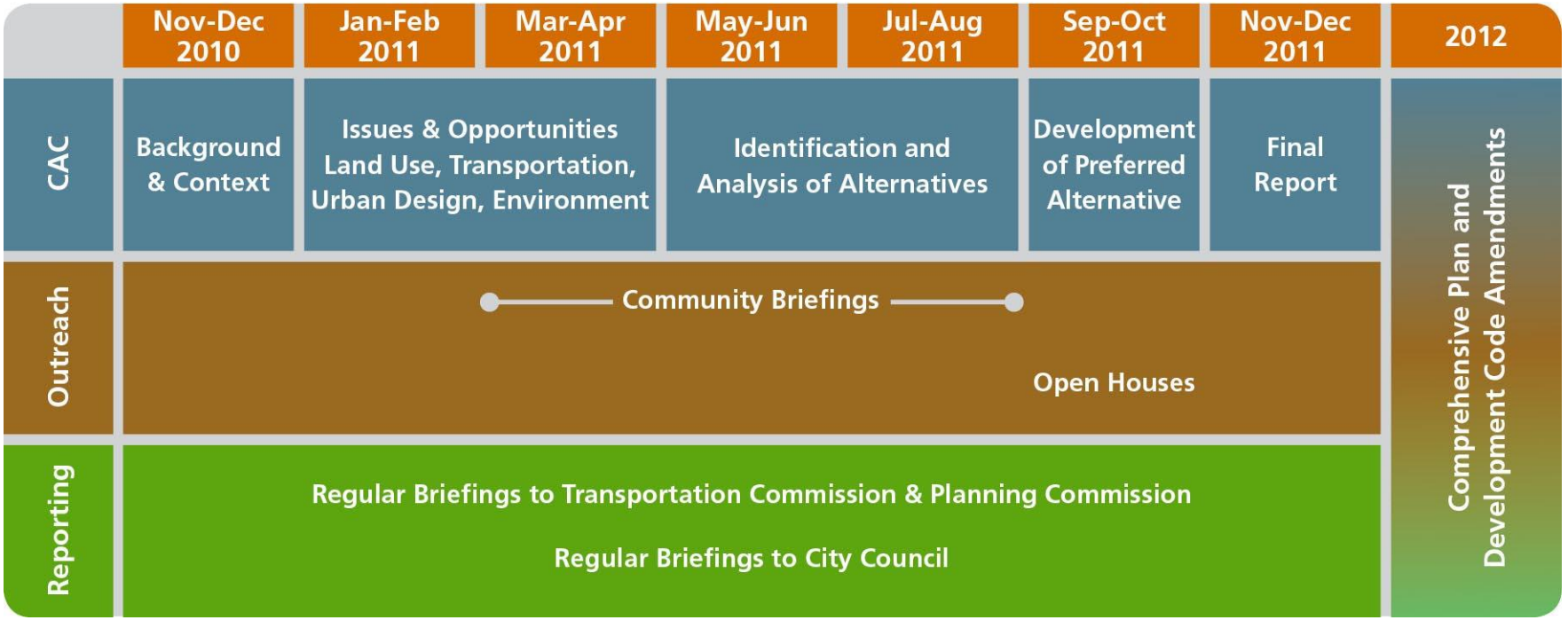
Eastgate/I-90
Land Use & Transportation Project

Citizen Advisory Committee

September 8, 2011

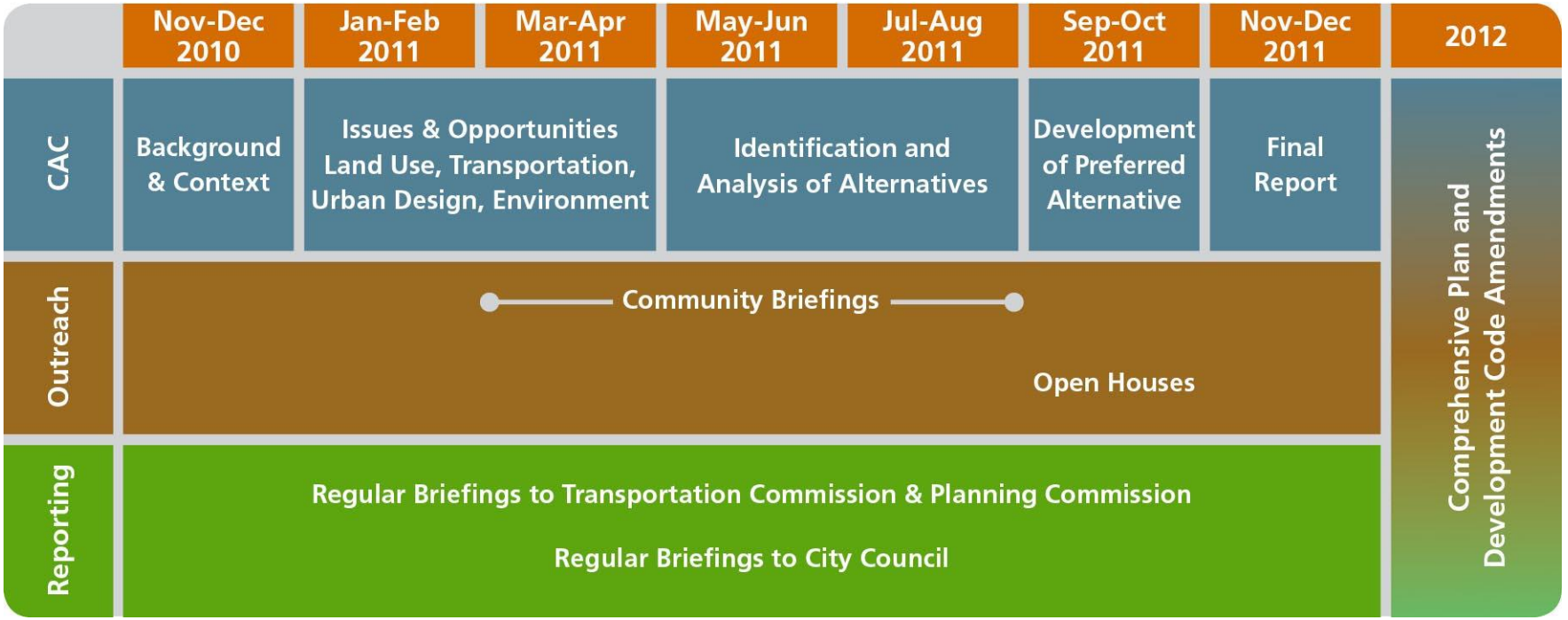
June 16 Meeting – (i) Review public input on draft alternatives. (ii) Agree on draft alternatives for evaluative work from here to Sept 8 CAC Meeting.



Eastgate/I-90 Land Use & Transportation Project

Project Timeline

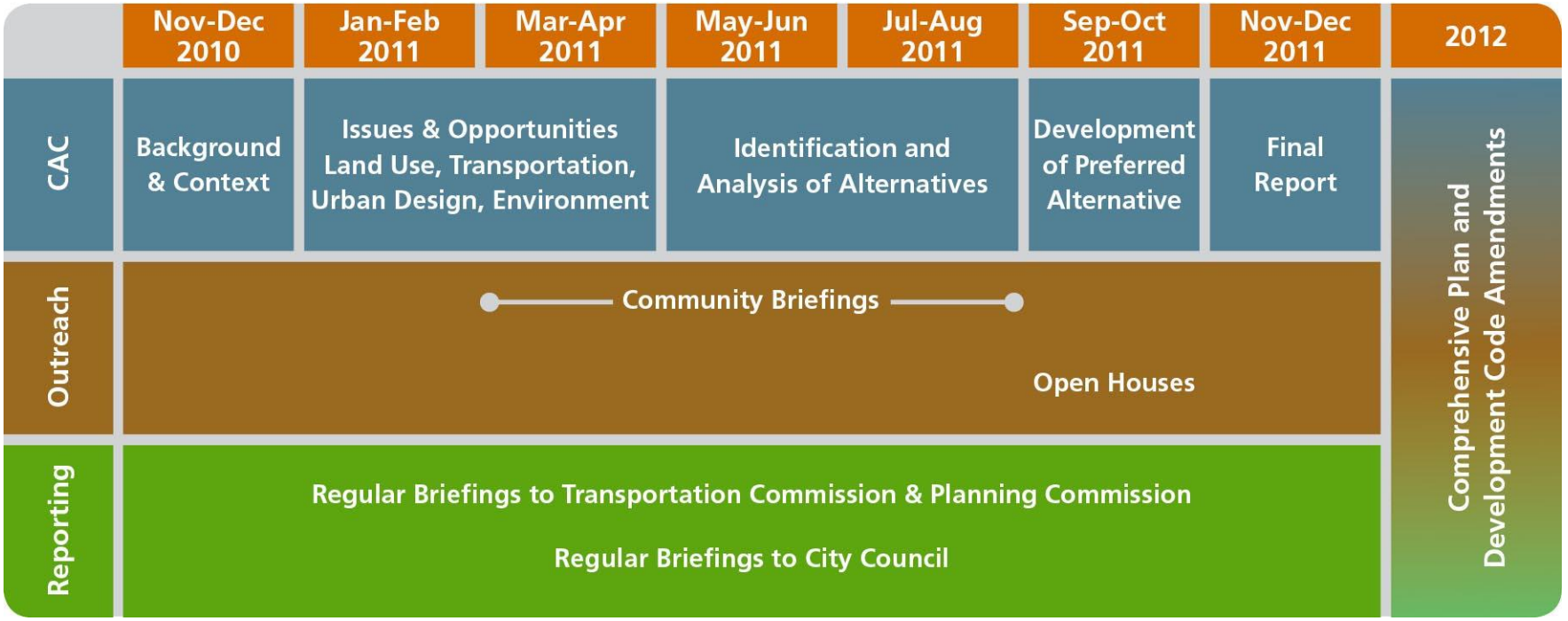
Sept 8 Meeting – Initial assessment of the draft alternatives against the CAC evaluation criteria, Council principles, and environmental considerations.



Eastgate/I-90 Land Use & Transportation Project

Project Timeline

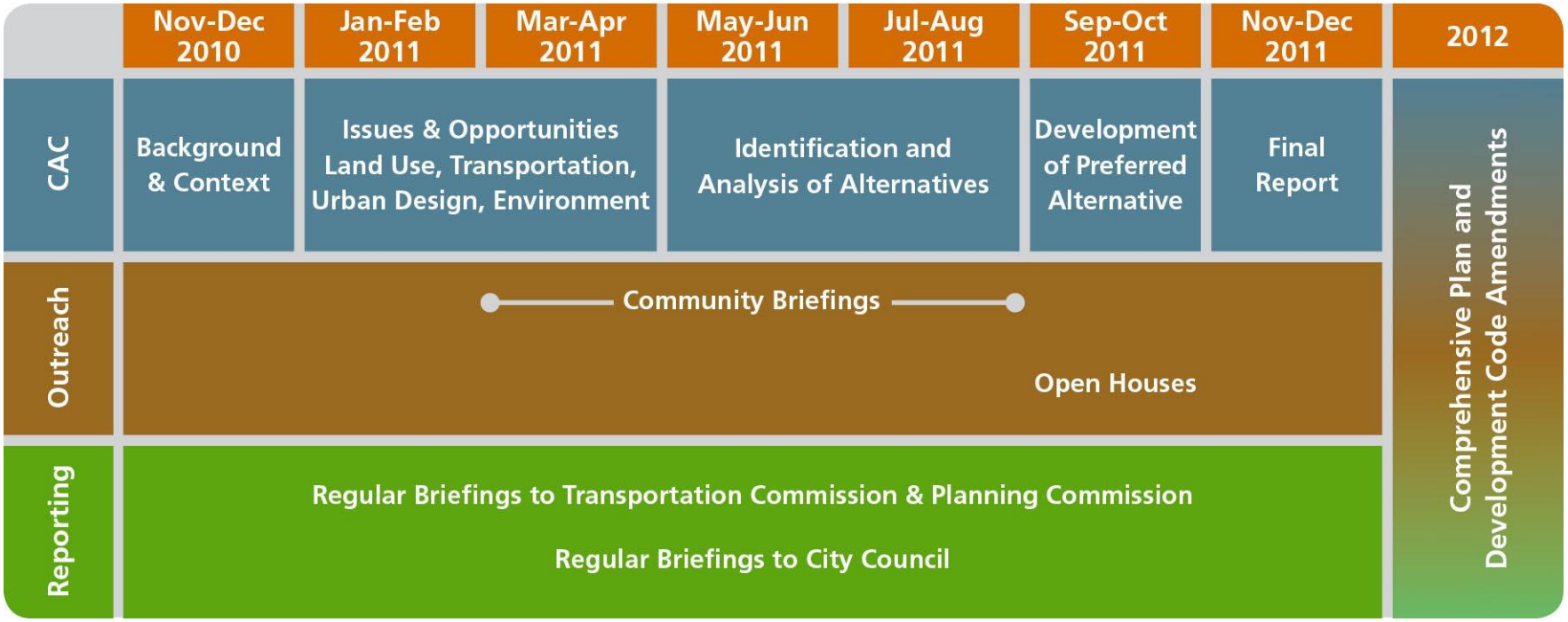
Sept 29 Meeting – Initiate discussion on preferred alternative.



Eastgate/I-90 Land Use & Transportation Project

Project Timeline

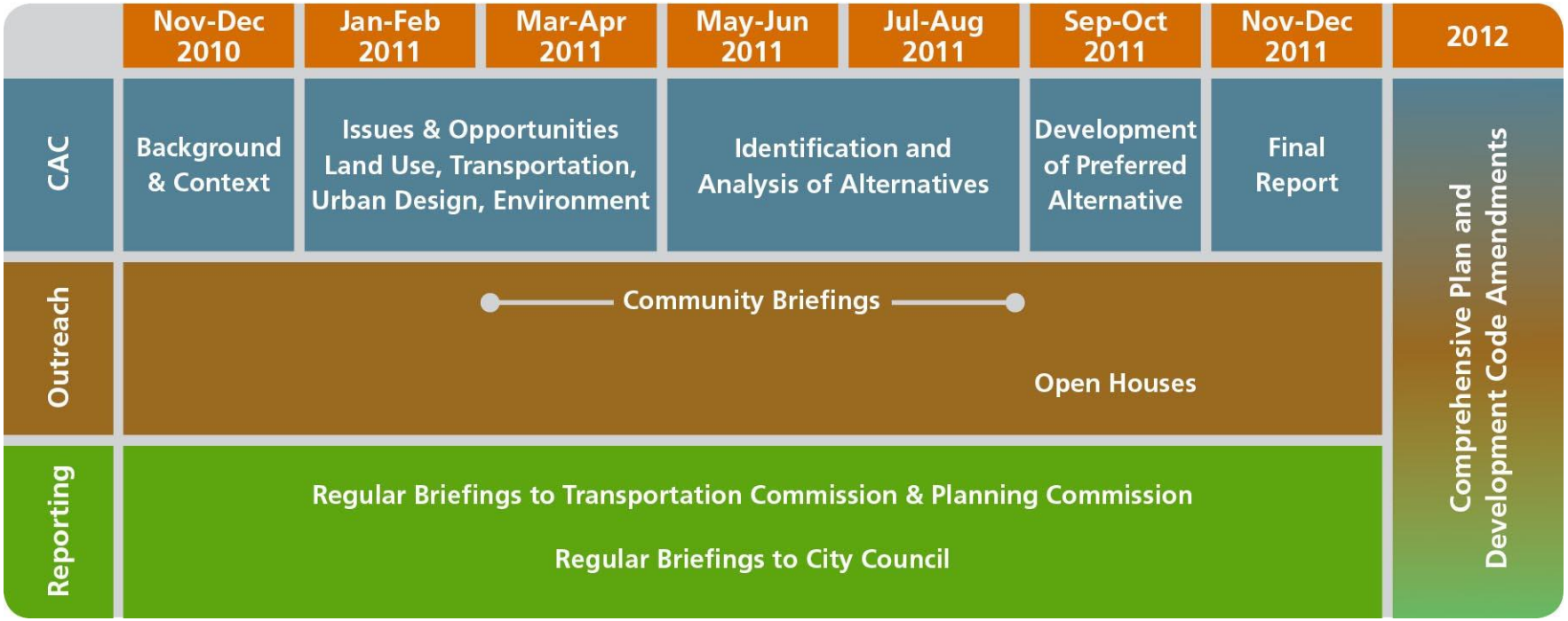
Oct 6 Meeting – Draft preferred alternative.



Eastgate/I-90 Land Use & Transportation Project

Project Timeline

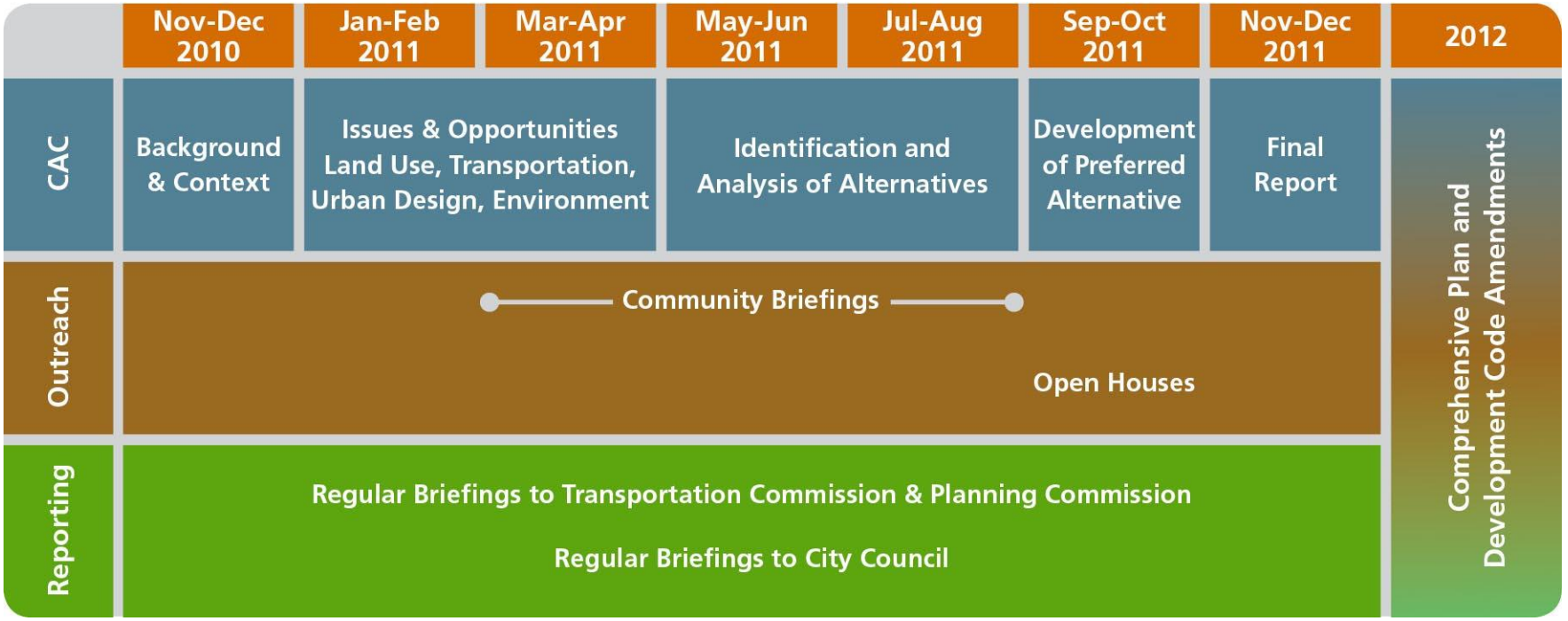
Nov 3 Meeting – Detailed preferred alternative.



Eastgate/I-90 Land Use & Transportation Project

Project Timeline

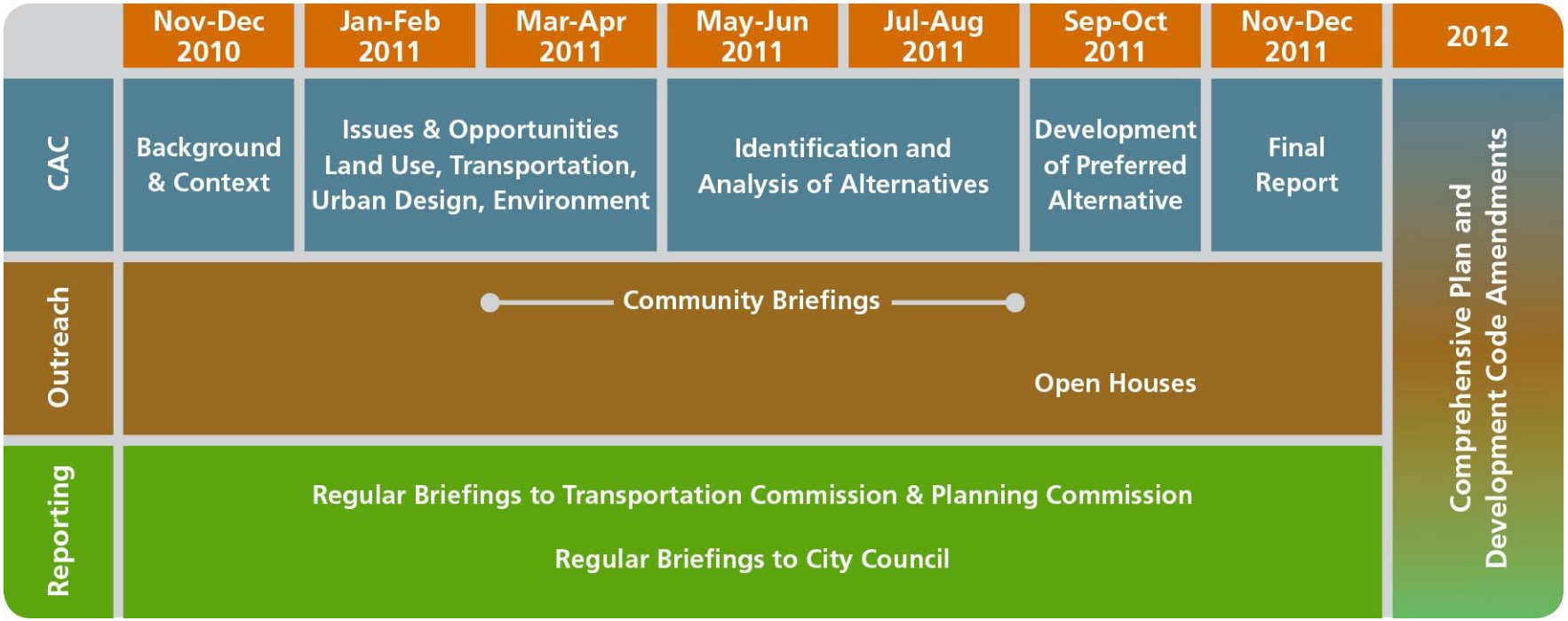
Dec 1 Meeting – Finalize preferred alternative.



Eastgate/I-90 Land Use & Transportation Project

Project Timeline

Jan 5 Meeting – Approve final report and recommendation.



Eastgate/I-90 Land Use & Transportation Project

Project Timeline

City Council:	**November 14**
Planning Commission:	**October __**
Transportation Commission:	**October 13**
Open House (Robinswood):	**October __**
On-Line Questionnaire:	**Oct 7 – Nov __**

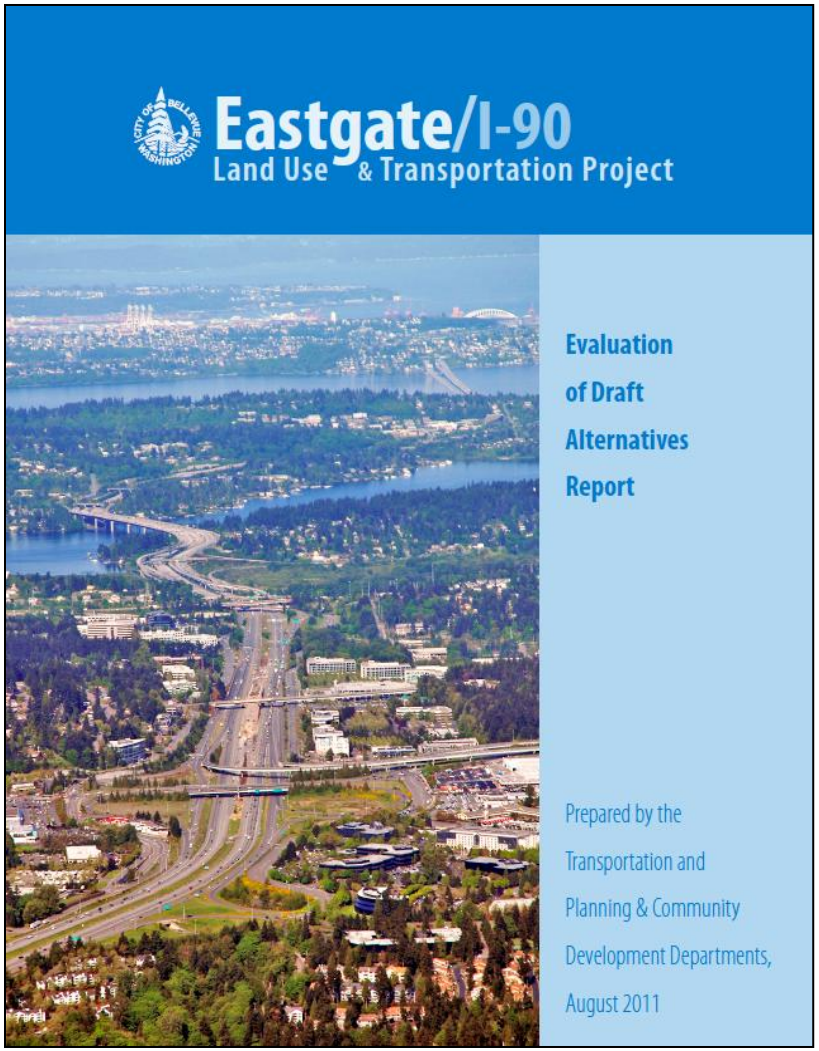
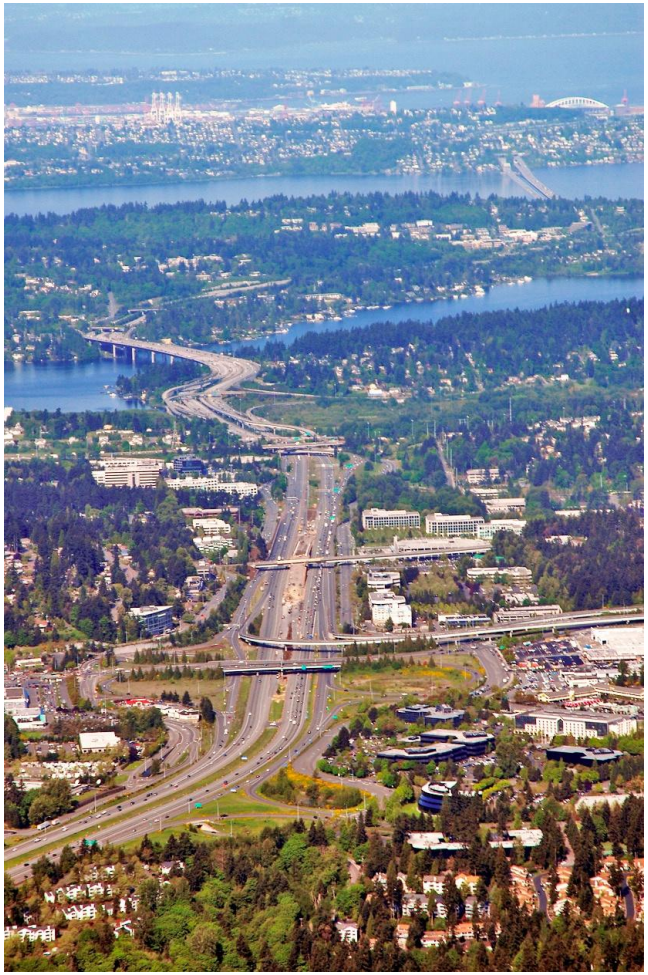


Table of Contents

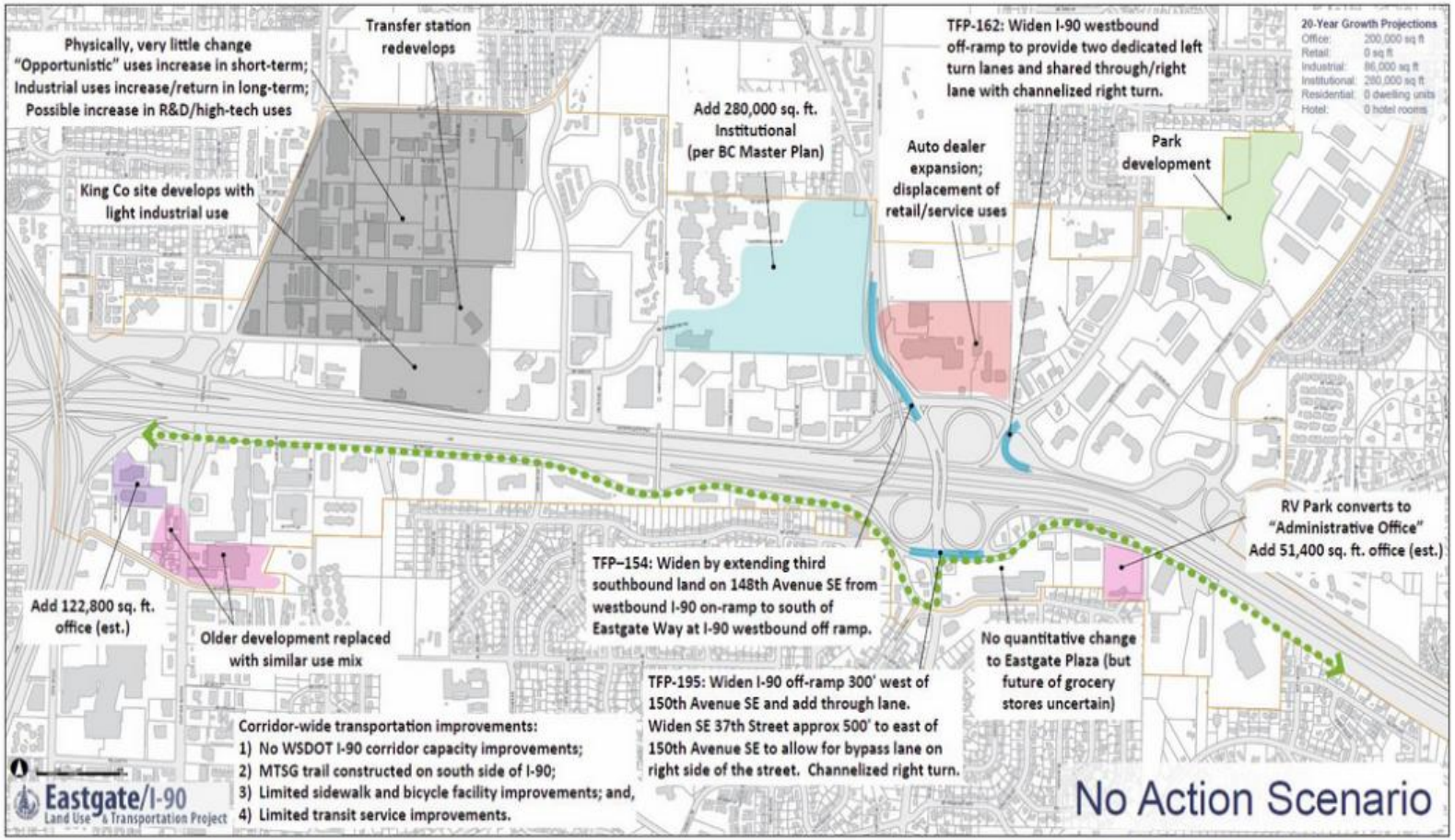
Eastgate/I-90
Land Use & Transportation Project

Evaluation Report



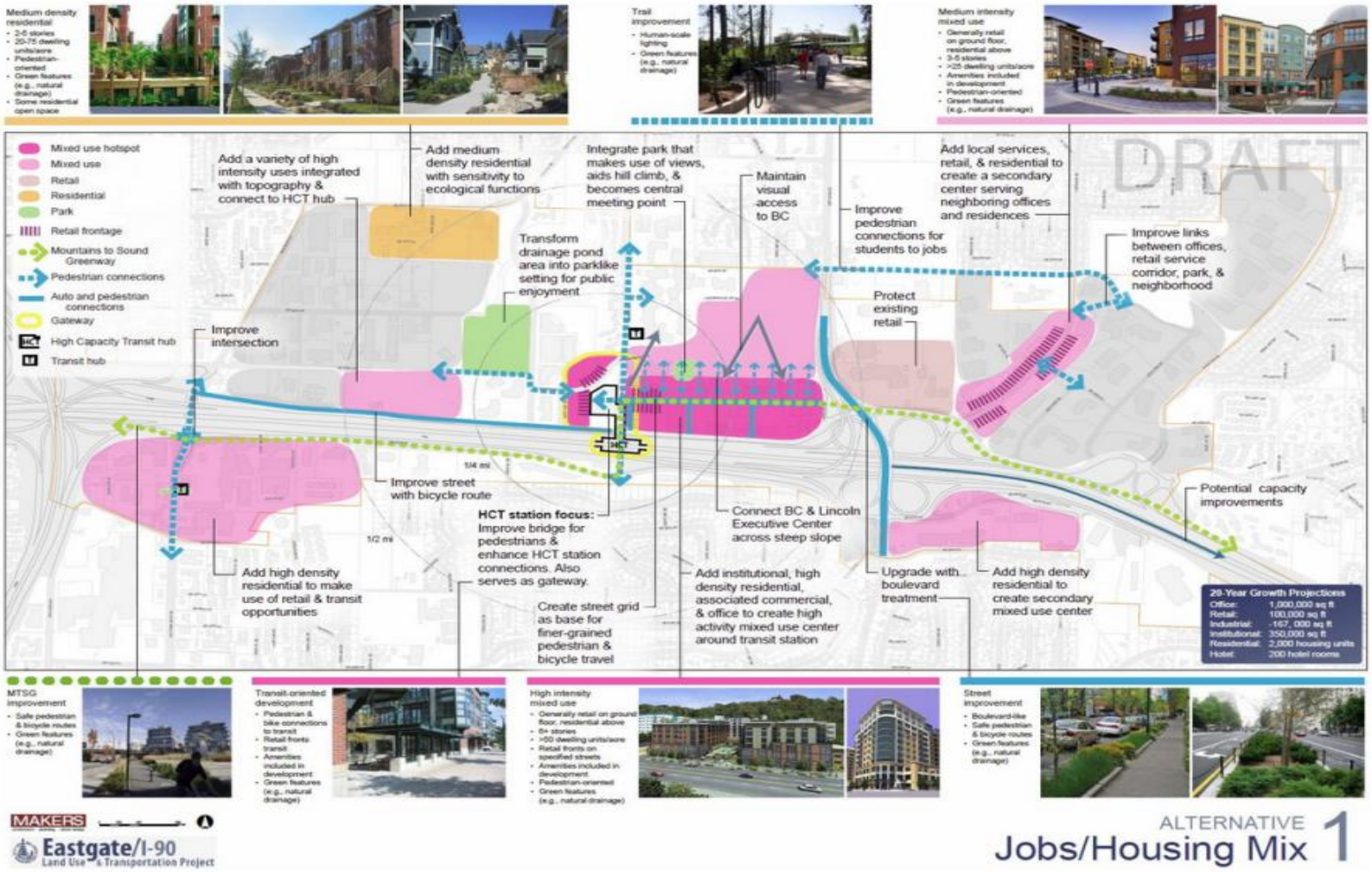
Draft Alternatives

Eastgate/I-90
Land Use & Transportation Project



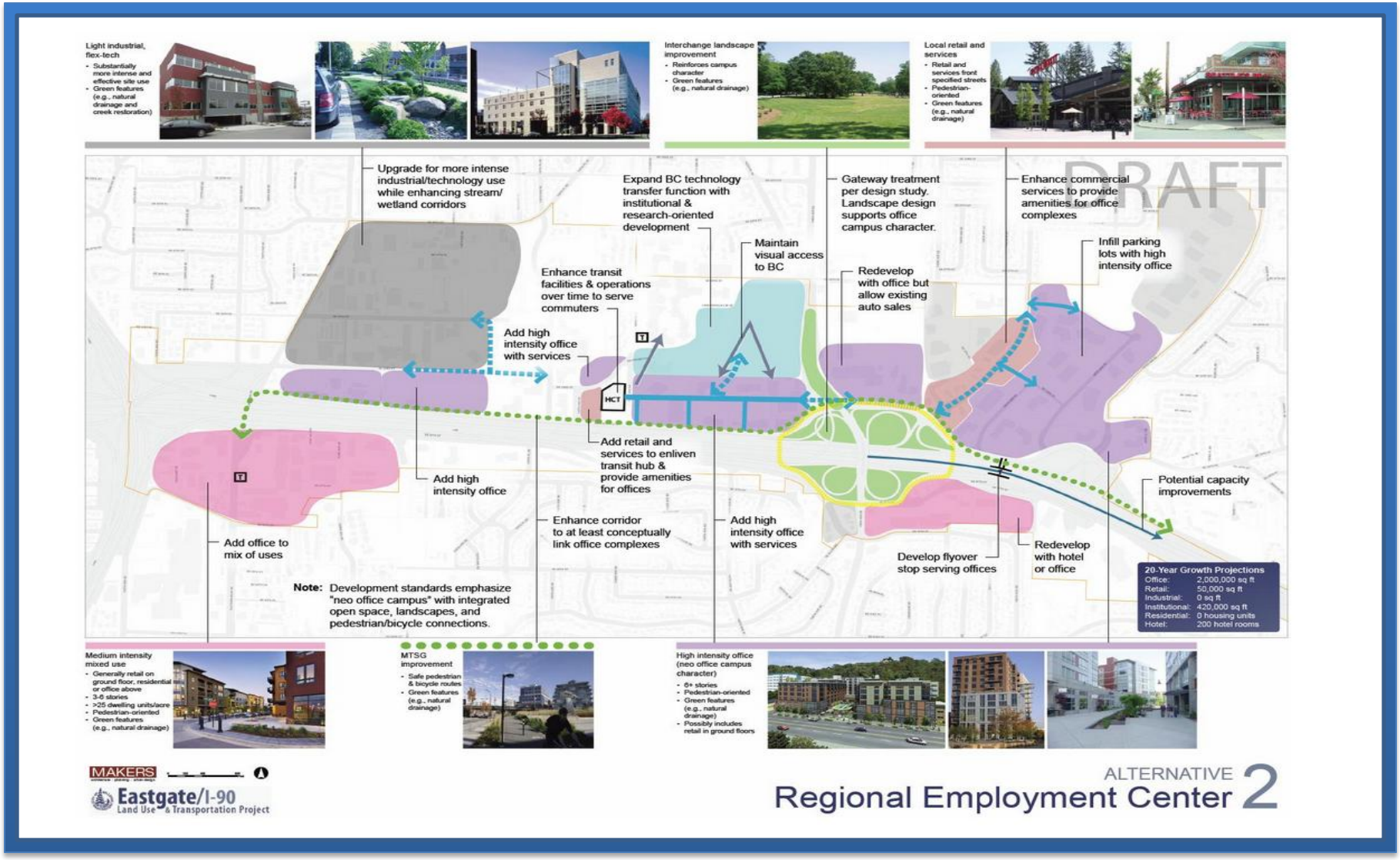
Eastgate/I-90
Land Use & Transportation Project

No Action



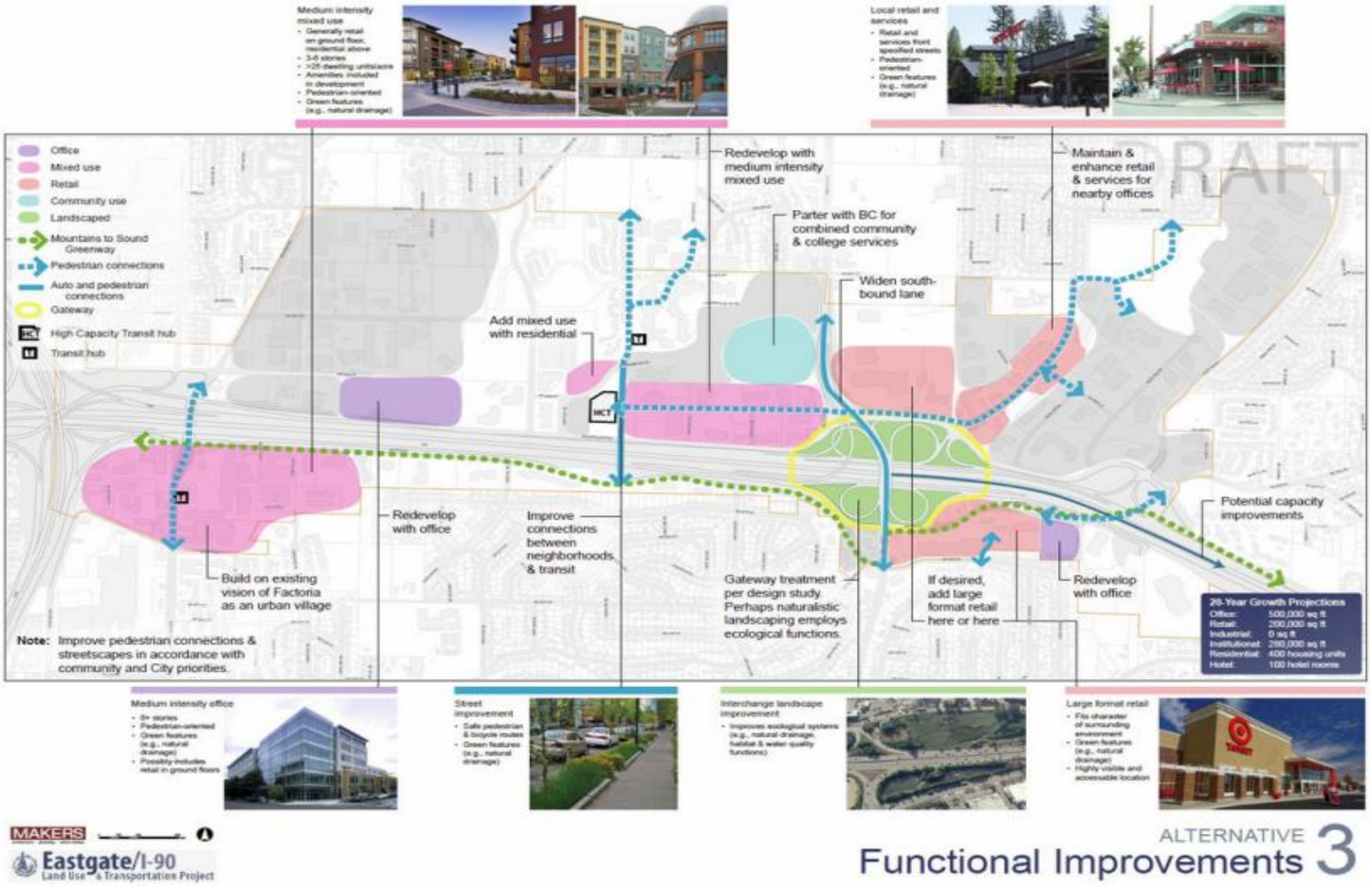
Eastgate/I-90 Land Use & Transportation Project

Alternative 1



Eastgate/I-90 Land Use & Transportation Project

Alternative 2



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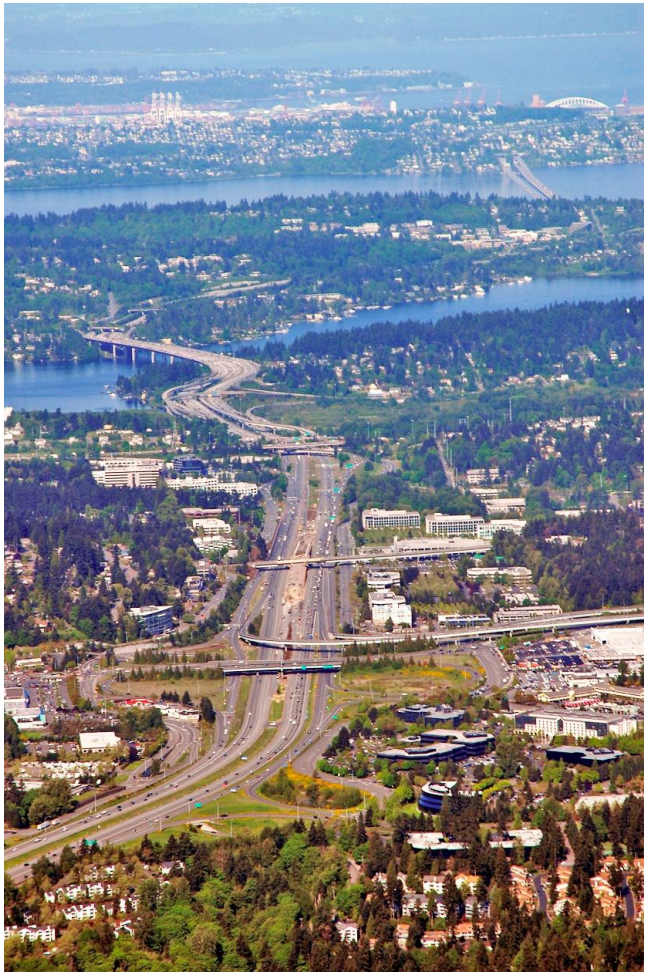
Alternative 3



Assessment of Alternatives

Eastgate/I-90
Land Use & Transportation Project

- Market Feasibility
- Economic Development
- Compatibility with Adjacent Neighborhoods
- Environmental Quality/Character
- Corridor Character
- Parks, Open Space, and Recreation
- Integration of Land Use and Transportation
- Fiscal Feasibility
- Partnerships

Informed by CAC Evaluation Criteria and Council Principles

Evaluation Topics

- None of the Action alternatives is fatally flawed
- Transportation network can function under any alternative; improvements still warranted at existing chokepoints
- Minor difference among alternatives in terms of environmental consequences due to developed nature of corridor
- All Action alternatives include some potentially significant expenses
- All Action alternatives both necessitate and provide opportunity for partnerships with other agencies/institutions
- Many individual enhancements identified can be applied to any alternative

Overall Key Findings

Development Opportunities in the
Eastgate/ I-90 Corridor

Prepared for the City of Bellevue

June 7, 2010

SPINNAKER STRATEGIES

Eastgate/I-90
Land Use & Transportation Project

Market Feasibility

Land Use Type	Market Study	No Action	Alternative 1	Alternative 2	Alternative 3
Office (square feet)	1,500,000	200,000	1,000,000	2,000,000	500,000
Retail (square feet)	N/A	0	100,000	50,000	200,000
Industrial (square feet)	N/A	86,000	-167,000	0	0
Institutional (square feet)	N/A	280,000	350,000	420,000	280,000
Residential (units)	1,800	0	2,000	0	400
Hotel (rooms)	200	0	200	300	400

Market Feasibility

Note: Additional information will be forthcoming on this topic

- While No Action is feasible, it captures little identified market demand and does not provide desired services and amenities
- Alt 1 most closely approximates identified market demand
- Alt 2 provides greatest opportunity for redevelopment, but amount of office growth exceeds identified market demand
- Alt 3 has greatest retail growth, but market demand has not been quantified; falls below market demand in other areas
- Residential development in Richards Valley (Alt 1) unlikely to occur
- Large format retail (Alt 3) could be successful, but would displace other retail uses

Key Findings

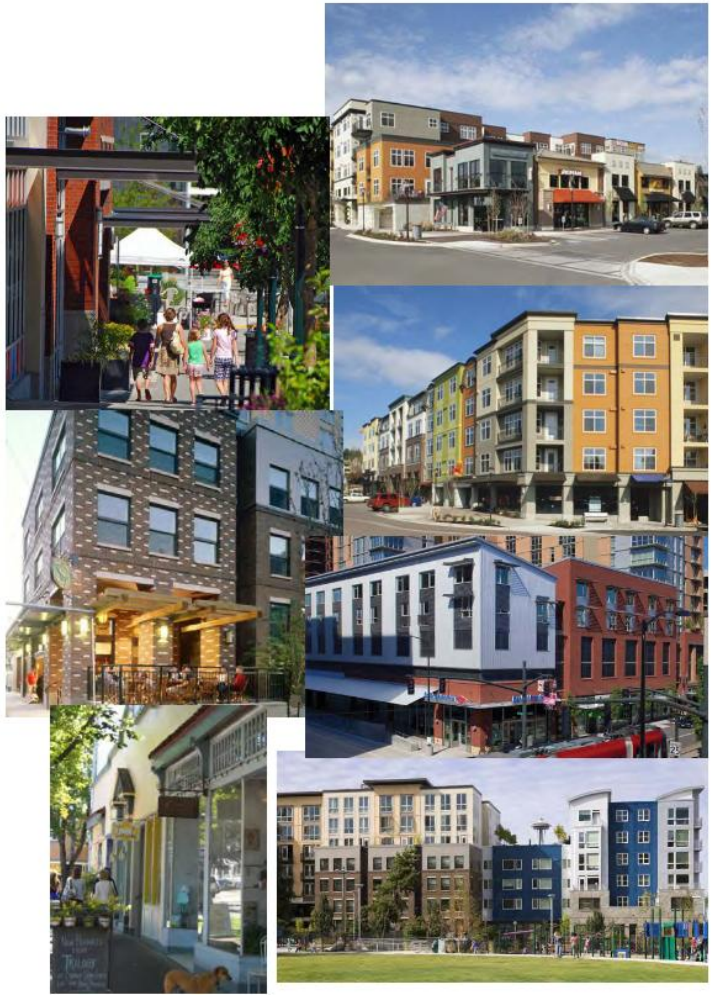


Photo Source: http://www.gglo.com/project.aspx?projectId=171&catId=5

Economic Development

- Alternatives reflect range of projected job growth: Alt 2 – 6800, Alt 1 – 3300, Alt 3 – 2100, No Action – 900
- No Action does not improve competitive position
- All retain/provide broad range of economic uses
- All preserve industrial area (No Action shows some growth, Alt 1 some reduction, Alt 2 upgrades, Alt 3 no change)
- All capitalize on unique characteristics of corridor, but in different ways and to different degrees; Alt 2 specifically promotes BC/Richards Valley partnerships for economic development
- Net economic benefit of office development at Sunset Village (Alt 2) questionable

Key Findings

Eastgate/I-90
Land Use & Transportation Project

Compatibility with Adjacent Neighborhoods

- All continue to provide neighborhood-serving retail
- No Action could see displacement/loss of neighborhood-serving businesses at Sunset Village and Eastgate Plaza
- All Action alternatives reinforce/expand retail/service opportunities to different degrees, in different ways
- Residential element within corridor (Alts 1 and 3) helps support retail
- Large format retail (Alt 3) could serve neighborhood needs, but might displace existing neighborhood-serving uses
- All keep most new development away from residential edges; building design guidelines could protect adjacent neighborhoods; Alt 2 likely to require greater design control due to potential building scale

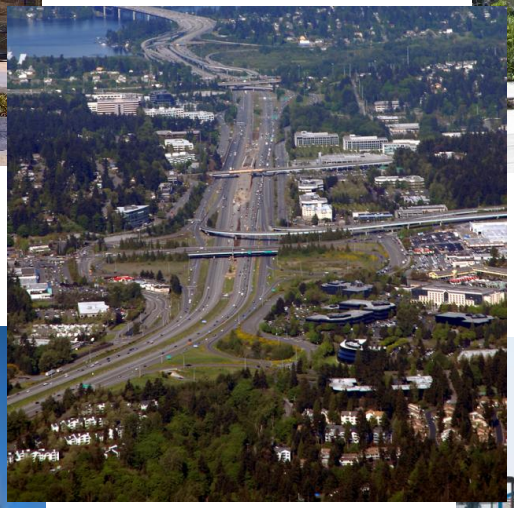
Key Findings

Eastgate/I-90
Land Use & Transportation Project

Environmental Quality/Character

- Little difference in environmental consequences due to developed nature of corridor; negligible adverse impacts
- Redevelopment in any alternative could incrementally improve surface and ground water quality due to new stormwater regulations
- No Action results in fewest temporary (construction-related) impacts
- Increased traffic volumes (all alternatives) will increase total CO_2 emissions; Alt 1 will reduce Peak Hour vehicle emissions on a per capita basis
- All Action alternatives improve public health and promote sustainability; Alt 1 is strongest

Key Findings



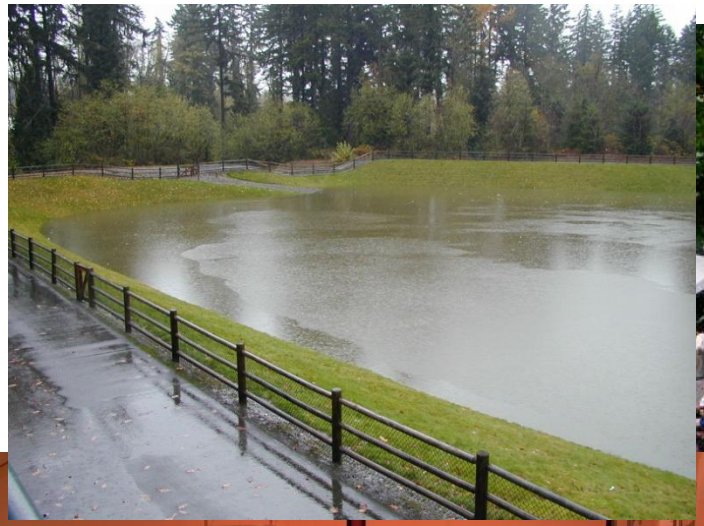
Eastgate/I-90
Land Use & Transportation Project

Corridor Character

- MTS Trail will contribute to corridor character under all alternatives, though limited effect in and of itself
- Under No Action, no noticeable overall change to character or urban form
- Alts 1 and 2 have most opportunity to improve character, but in much different ways, due to amount and type of redevelopment
- Housing in Alt 1 contributes to variety of scale and architectural detailing; increases evening and weekend vitality, emphasizes mixed-use character
- Transit hub focus in Alt 1 creates strong gateway feature

Key Findings

- Office growth in Alt 2 has opportunity to incorporate MTS Greenway character, green building standards; emphasizes large integrated office campus character
- Alt 2 office growth can change office character from current low-density low-rise form to larger taller buildings
- Added retail in Alt 3 emphasizes corridor as a retail center
- Eastgate interchange landscaping (Alts 2 and 3) creates visual gateway, but not as strong as Alt 1
- All alternatives can improve character with streetscapes, landscaping, boulevards, etc



Eastgate/I-90
Land Use & Transportation Project

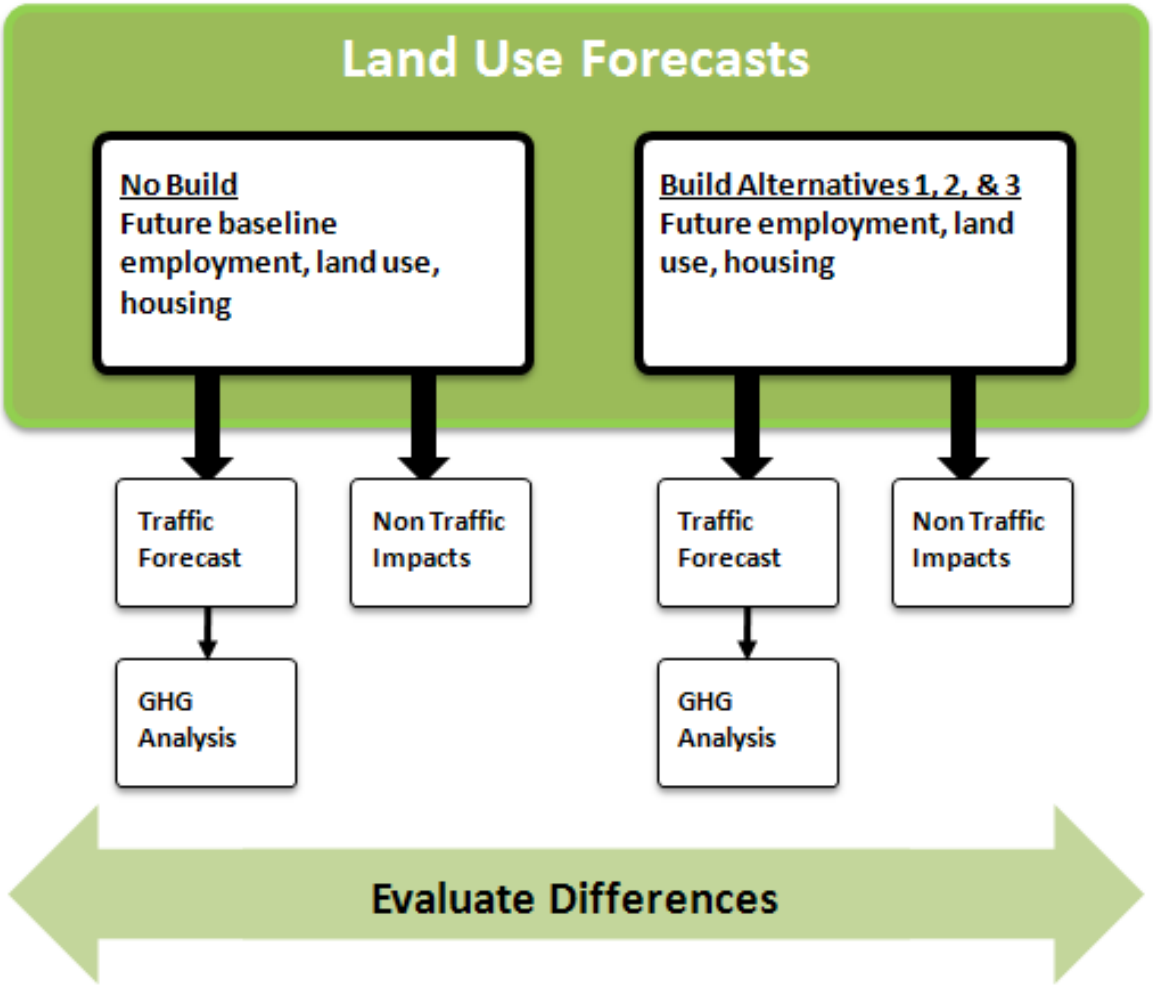
Parks, Open Space, and Recreation

- All alternatives include Bellevue Airfield Park and MTS Trail (with different alignments)
- All alternatives improve sidewalk and bicycle facilities, though least in No Action
- No Action MTS alignment is most preferred by bicyclist community
- Alt 1 MTS alignment most effectively links activity areas (but faces other challenges)
- Alt 1 includes small parks/greenspaces, conversion of storm detention pond to park-like setting

Key Findings

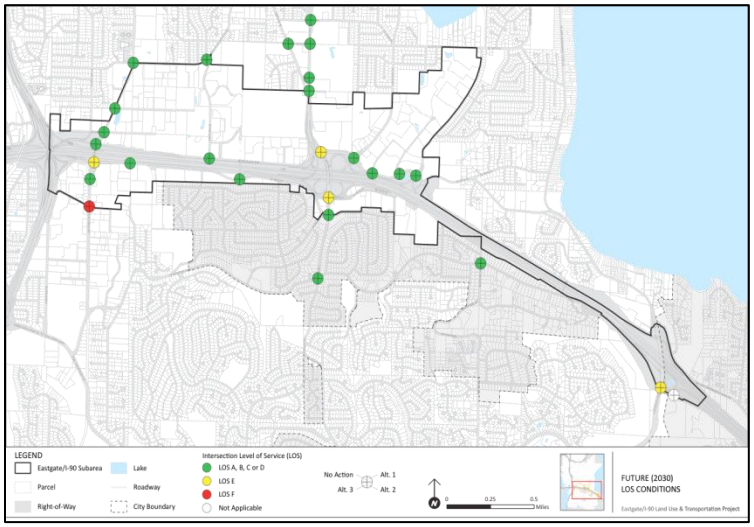
- Alts 2 and 3 propose no new parks, but Alt 3 proposes partnership with BC for community, recreational, or services facility
- Overall, Alt 1 proposes most desirable package of parks, open space, and recreation features

Key Findings



Eastgate/I-90
Land Use & Transportation Project

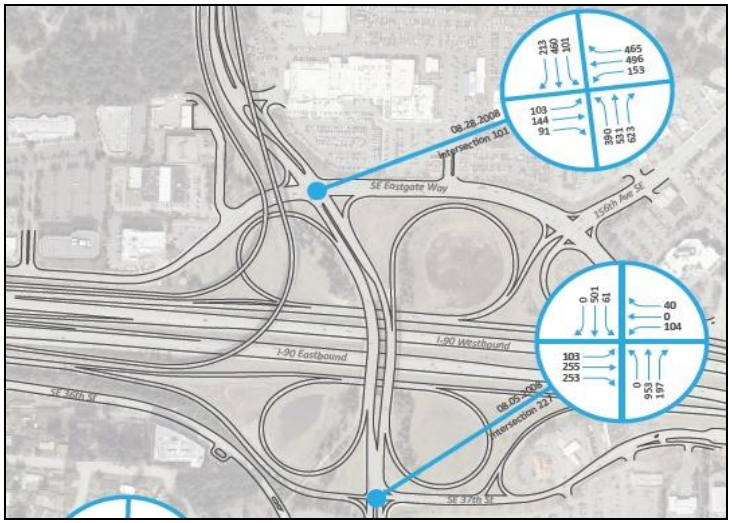
Land Use and Transportation Integration



Macro-Simulation

Delta Plots

Micro-Simulation



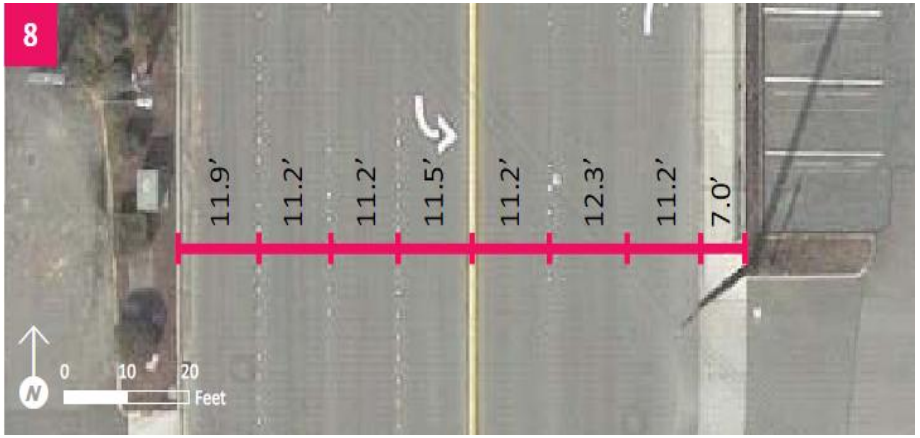
Turning Movements

Eastgate/I-90
Land Use & Transportation Project

Operations Assessment

Outreach

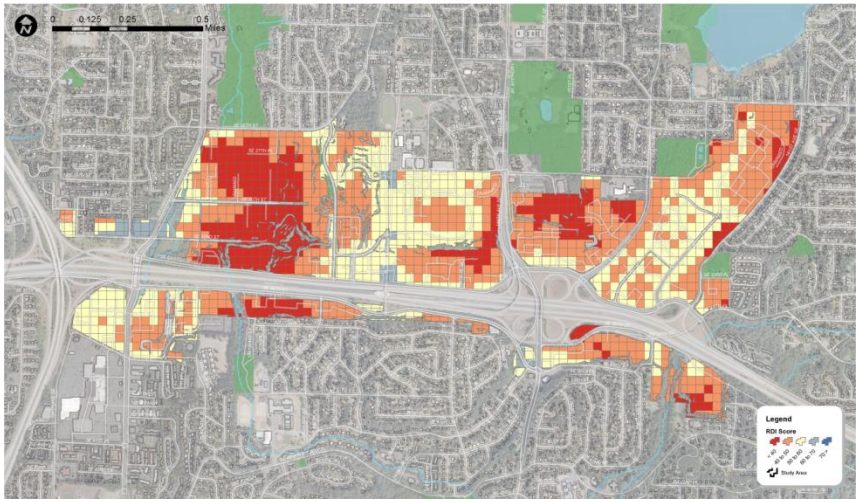
Field Work



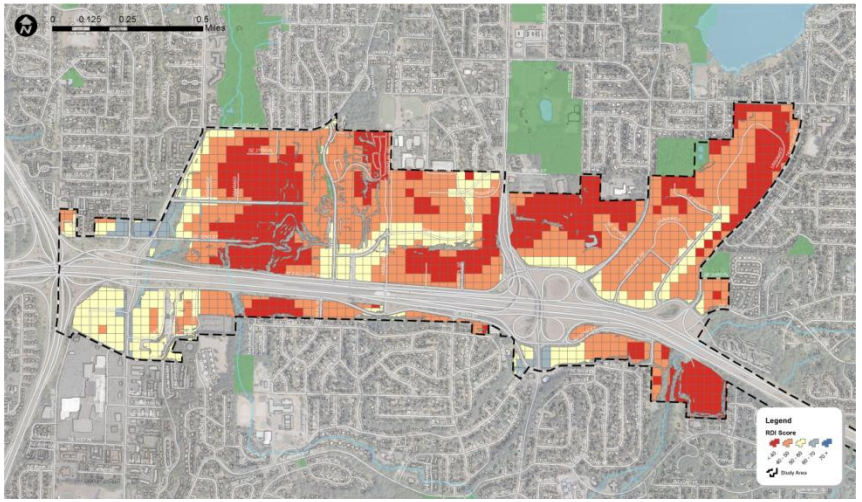
Existing Road Geometry

Eastgate/I-90 Land Use & Transportation Project

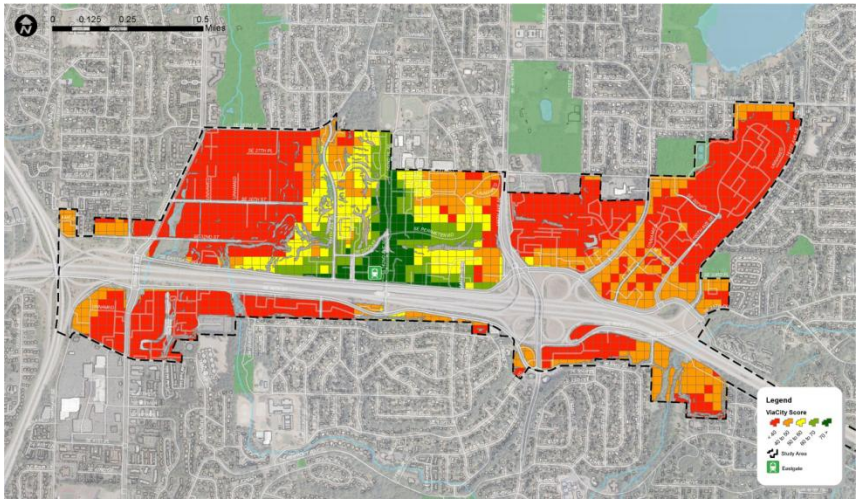
Trail Assessment



Non-Motorized RDI Score



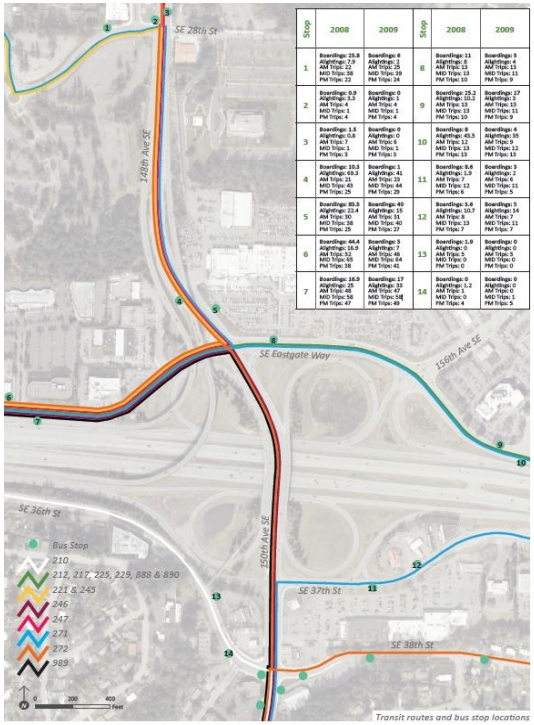
Vehicular RDI Score



HCT ViaCity Score

Eastgate/I-90 Land Use & Transportation Project

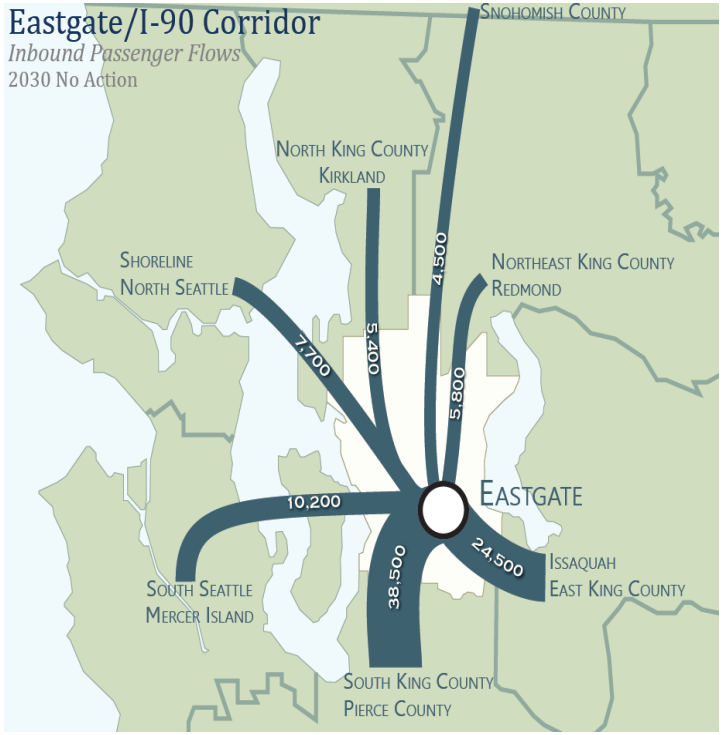
Connectivity Assessment



Stop	2008	2009	Stop	2008	2009
1	Boardings: 25.8 Alightings: 7.9 AM Trips: 22 MID Trips: 36 PM Trips: 22	Boardings: 6 Alightings: 2 AM Trips: 20 MID Trips: 39 PM Trips: 24	8	Boardings: 11 Alightings: 8 AM Trips: 13 MID Trips: 13 PM Trips: 10	Boardings: 5 Alightings: 4 AM Trips: 13 MID Trips: 11 PM Trips: 9
2	Boardings: 0.9 Alightings: 3.3 AM Trips: 4 MID Trips: 1 PM Trips: 4	Boardings: 0 Alightings: 1 AM Trips: 4 MID Trips: 1 PM Trips: 4	9	Boardings: 28.2 Alightings: 10.2 AM Trips: 13 MID Trips: 13 PM Trips: 10	Boardings: 17 Alightings: 3 AM Trips: 13 MID Trips: 11 PM Trips: 9
3	Boardings: 1.3 Alightings: 7.7 AM Trips: 7 MID Trips: 1 PM Trips: 3	Boardings: 0 Alightings: 0 AM Trips: 6 MID Trips: 1 PM Trips: 3	10	Boardings: 8 Alightings: 20.5 AM Trips: 12 MID Trips: 13 PM Trips: 13	Boardings: 4 Alightings: 05 AM Trips: 3 MID Trips: 12 PM Trips: 13
4	Boardings: 10.3 Alightings: 69.3 AM Trips: 21 MID Trips: 43 PM Trips: 25	Boardings: 1 Alightings: 41 AM Trips: 23 MID Trips: 44 PM Trips: 29	11	Boardings: 8.6 Alightings: 1.9 AM Trips: 7 MID Trips: 12 PM Trips: 6	Boardings: 3 Alightings: 2 AM Trips: 6 MID Trips: 11 PM Trips: 5
5	Boardings: 83.5 Alightings: 22.4 AM Trips: 30 MID Trips: 58 PM Trips: 25	Boardings: 40 Alightings: 15 AM Trips: 31 MID Trips: 40 PM Trips: 27	12	Boardings: 3.6 Alightings: 10.7 AM Trips: 8 MID Trips: 13 PM Trips: 7	Boardings: 5 Alightings: 14 AM Trips: 7 MID Trips: 11 PM Trips: 7
6	Boardings: 44.4 Alightings: 3.9 AM Trips: 53 MID Trips: 65 PM Trips: 38	Boardings: 3 Alightings: 1.9 AM Trips: 46 MID Trips: 64 PM Trips: 41	13	Boardings: 1.9 Alightings: 0 AM Trips: 5 MID Trips: 0 PM Trips: 0	Boardings: 0 Alightings: 0 AM Trips: 5 MID Trips: 0 PM Trips: 0
7	Boardings: 16.9 Alightings: 25 AM Trips: 48 MID Trips: 58 PM Trips: 47	Boardings: 17 Alightings: 33 AM Trips: 47 MID Trips: 58 PM Trips: 49	14	Boardings: 0 Alightings: 1.2 AM Trips: 5 MID Trips: 0 PM Trips: 4	Boardings: 0 Alightings: 0 AM Trips: 0 MID Trips: 1 PM Trips: 0

Route Productivity Analysis

Coordination w/Partners



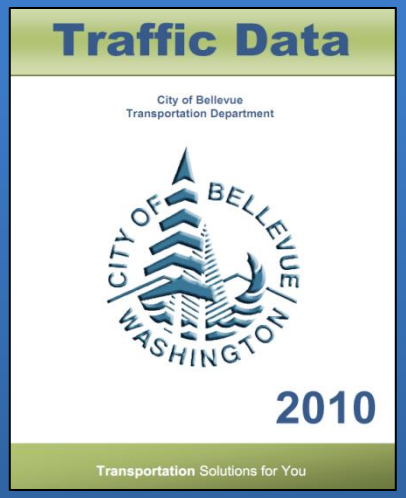
Flow Map Analysis

Eastgate/I-90
Land Use & Transportation Project

Transit Assessment

There is little discernible difference in the projected 2030 traffic impacts among the No Action scenario and the three land use action alternatives; this is not surprising given the already developed nature of the corridor and limited opportunities for redevelopment potential in any of the alternatives.

Key Finding 1



Trip Generation
- Based on land use forecast (ie, 2030)

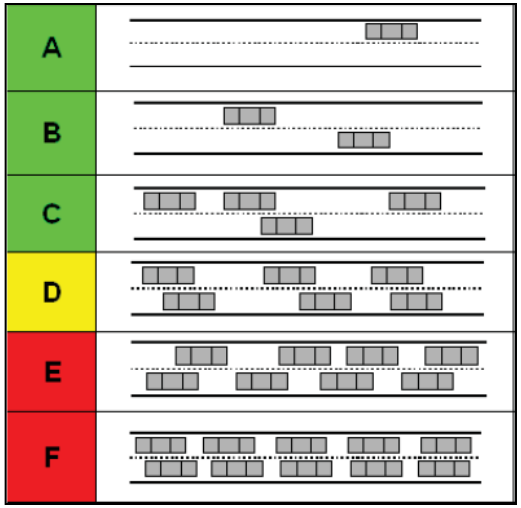
Land Use Forecast for Horizon Year

Trip Distribution
- Where trips go on the street network

Transportation Network Assumptions

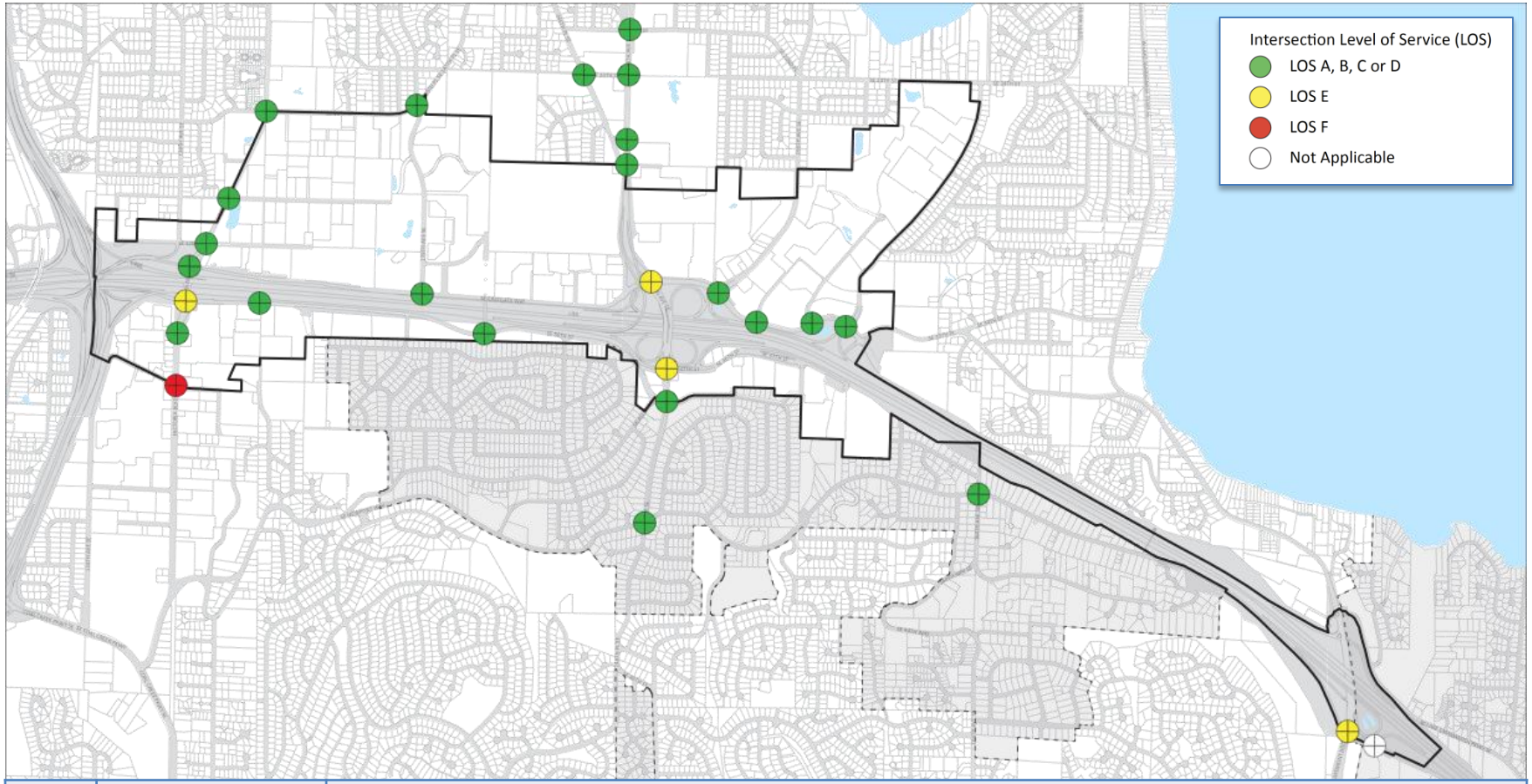
Mode Choice
- SOV, HOV, Transit, Ped/Bike

Trip Assignment
- Trips assigned to specific streets



Eastgate/I-90 Land Use & Transportation Project

Travel Demand Modeling



LOS	Delay (Seconds)	Description
A	0 – 10	Most vehicles arrive during the green phase and so do not stop.
B	10 – 20	More vehicles stop than with LOS A, but many still do not need to stop.
C	20 – 35	The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	35 – 55	The influence of congestion is noticeable, and most vehicles must stop.
E	55 – 80	Most, if not all vehicles must stop; drivers consider the delay excessive.
F	80+	Vehicles may wait through multiple cycles to pass through the intersection.

Level of Service (2030)

Existing traffic conditions and the anticipated increase in peak hour traffic volumes, regardless of which 2030 land use alternative is selected, indicate that future roadway, transit, and bicycle/pedestrian improvements will still be important to adequately serve transportation needs in the area.

Key Finding 2

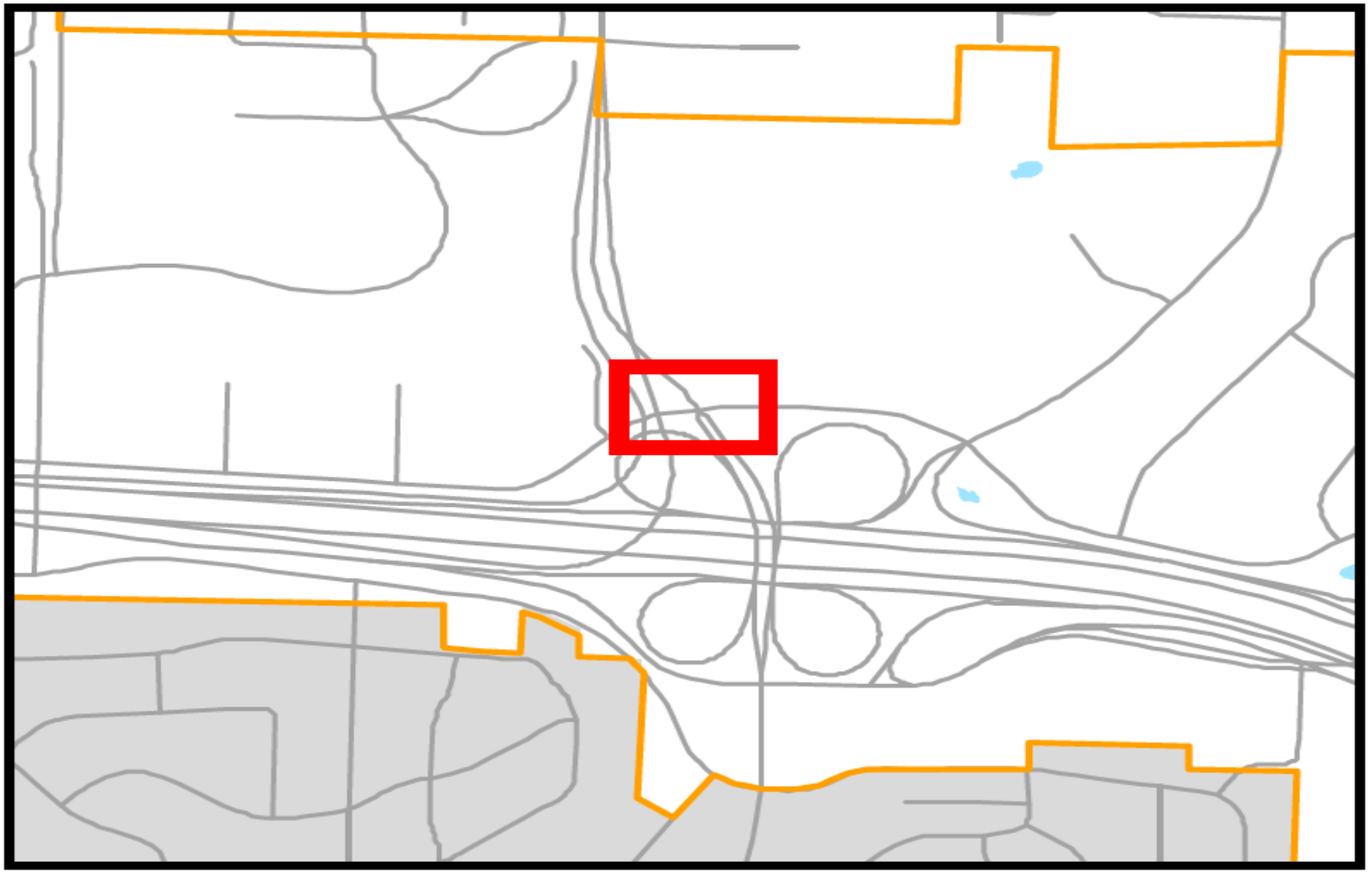
Estimated 2030 PM Peak Hour Volumes at Selected Intersections (vehicles per hour)

Intersection	No Action	Alt 1	Alt 2	Alt 3
SE Eastgate Way & 150th Ave SE	5,156	5,724	5,744	5,336
128th Ave SE (Factoria Blvd) & SE 36th St	5,437	5,345	5,444	5,383
150th Ave SE & I-90 EB Off-ramp & SE 37th St	4,216	4,376	4,356	4,307
150th Ave SE & SE 38th St	3,713	3,808	3,910	3,734
SE 37th St & I-90 Eastbound On-ramp	1,714	1,737	1,726	1,803

Source: BKR Model

The greatest differences in intersection entering volumes are at SE Eastgate Way & 150th Avenue SE, where there is an 11% increase in 2030 PM peak hour volumes from Alternative 2 to that of the No Action scenario.

Traffic Volumes (2030)

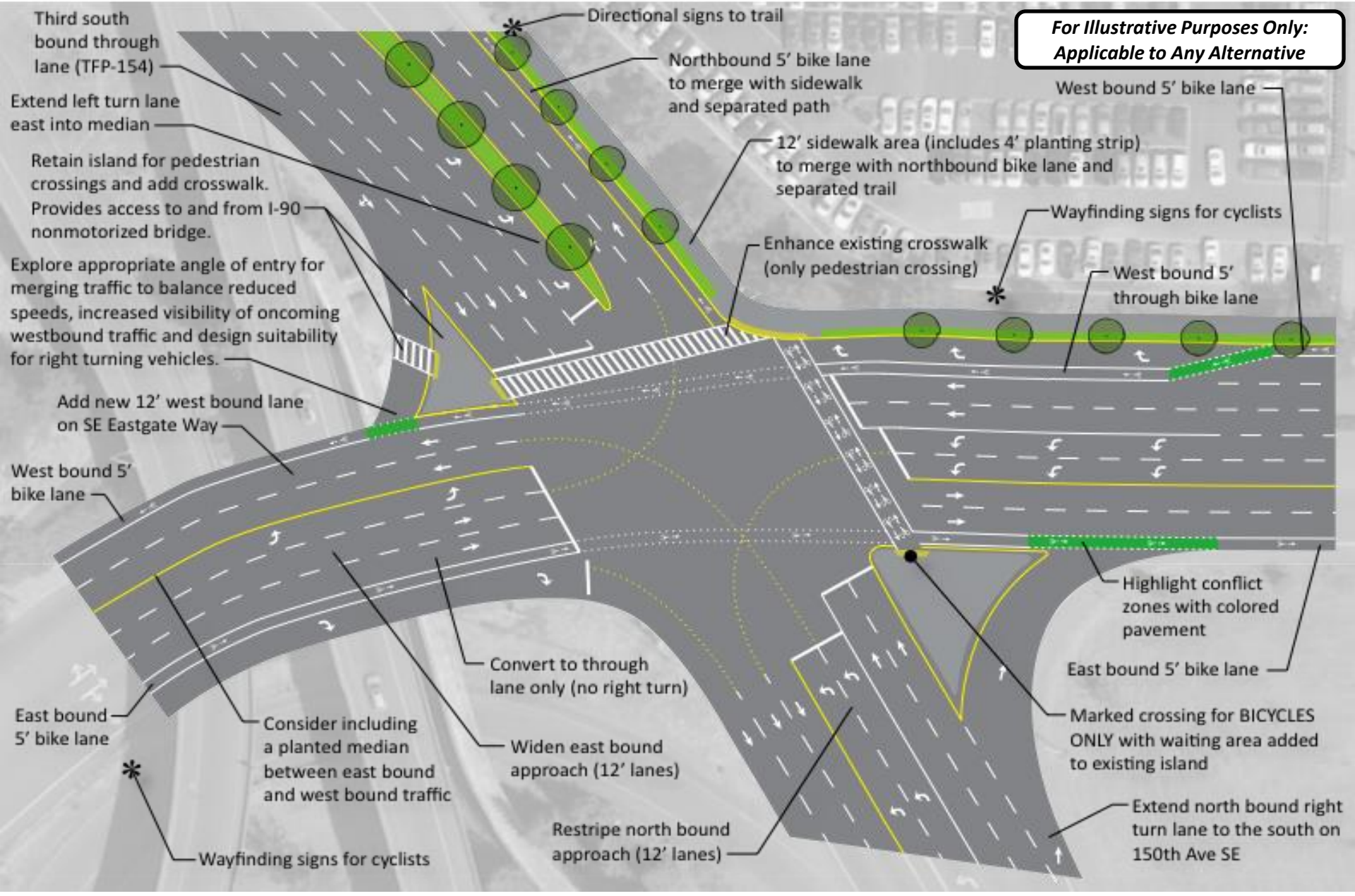


Eastgate/I-90
Land Use & Transportation Project

150 Ave SE & Eastgate Way

Eastgate/I-90
Land Use & Transportation Project

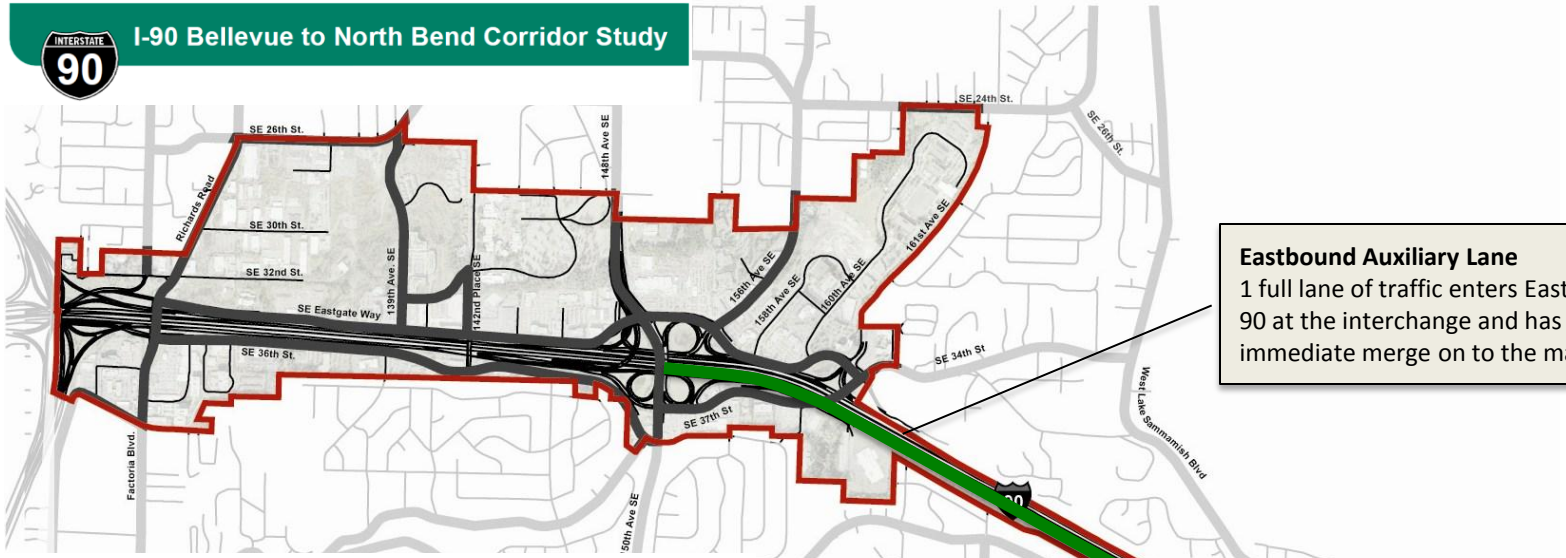
Existing Conditions



Eastgate/I-90
Land Use & Transportation Project

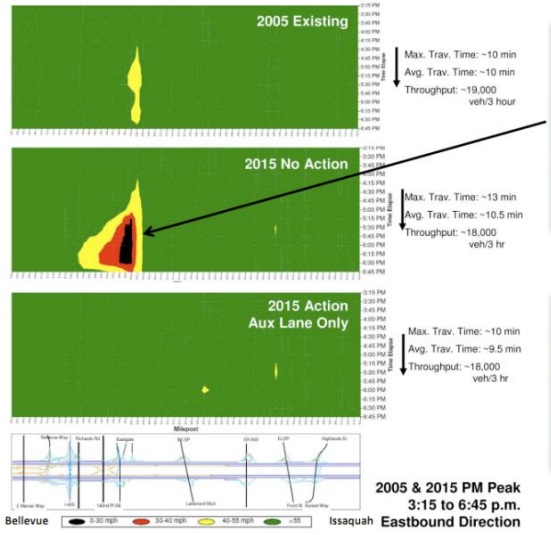
Enhancement Option

Construction of eastbound and westbound auxiliary lanes by WSDOT on I-90 between 150th Avenue SE and Lakemont Boulevard would have significant benefits for the I-90 mainline and would help minimize or eliminate the resulting queuing and congestion on City streets that lead to key on-ramps within the project study area.



Eastbound Auxiliary Lane
1 full lane of traffic enters Eastbound I-90 at the interchange and has an immediate merge on to the mainline.

I-90 Eastbound Speed Profile (2005 and 2015)



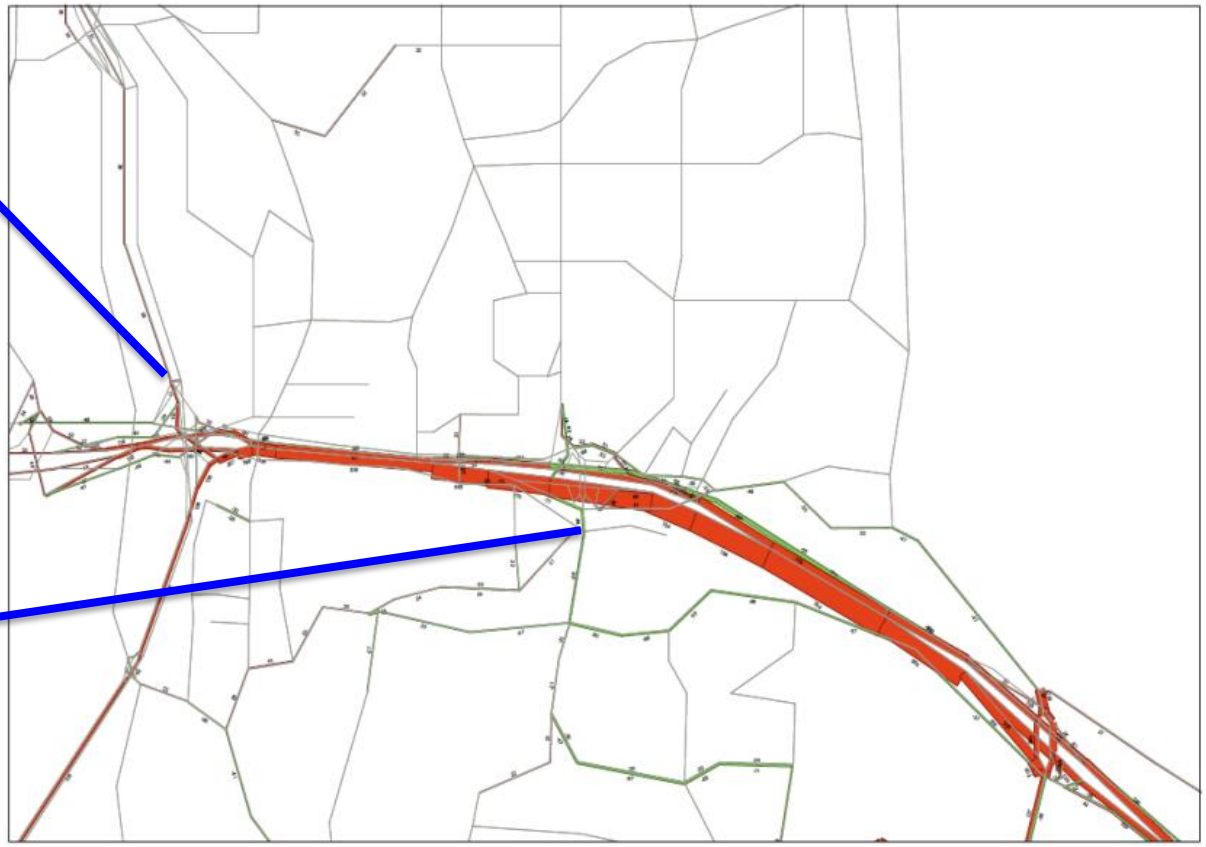
Eastgate Interchange
1 full lane of traffic enters I-90 in the p.m. peak hours and has to merge into the through lanes in a very short distance. This merge causes congestion back up to Richards Road.

By providing an eastbound Auxiliary Lane, vehicles will have more space to enter the mainline traffic resulting a smoother merge and less congestion at this point.

In Bellevue, the current Eastgate interchange operates at or near capacity during peak travel times; often resulting in spillover traffic that causes congestion on the surrounding arterial street network.

With WSDOT improvements, more 2030 trips are expected to access I-90 from the north and south via I-405, instead of using north-south arterials such as 150th Avenue SE.

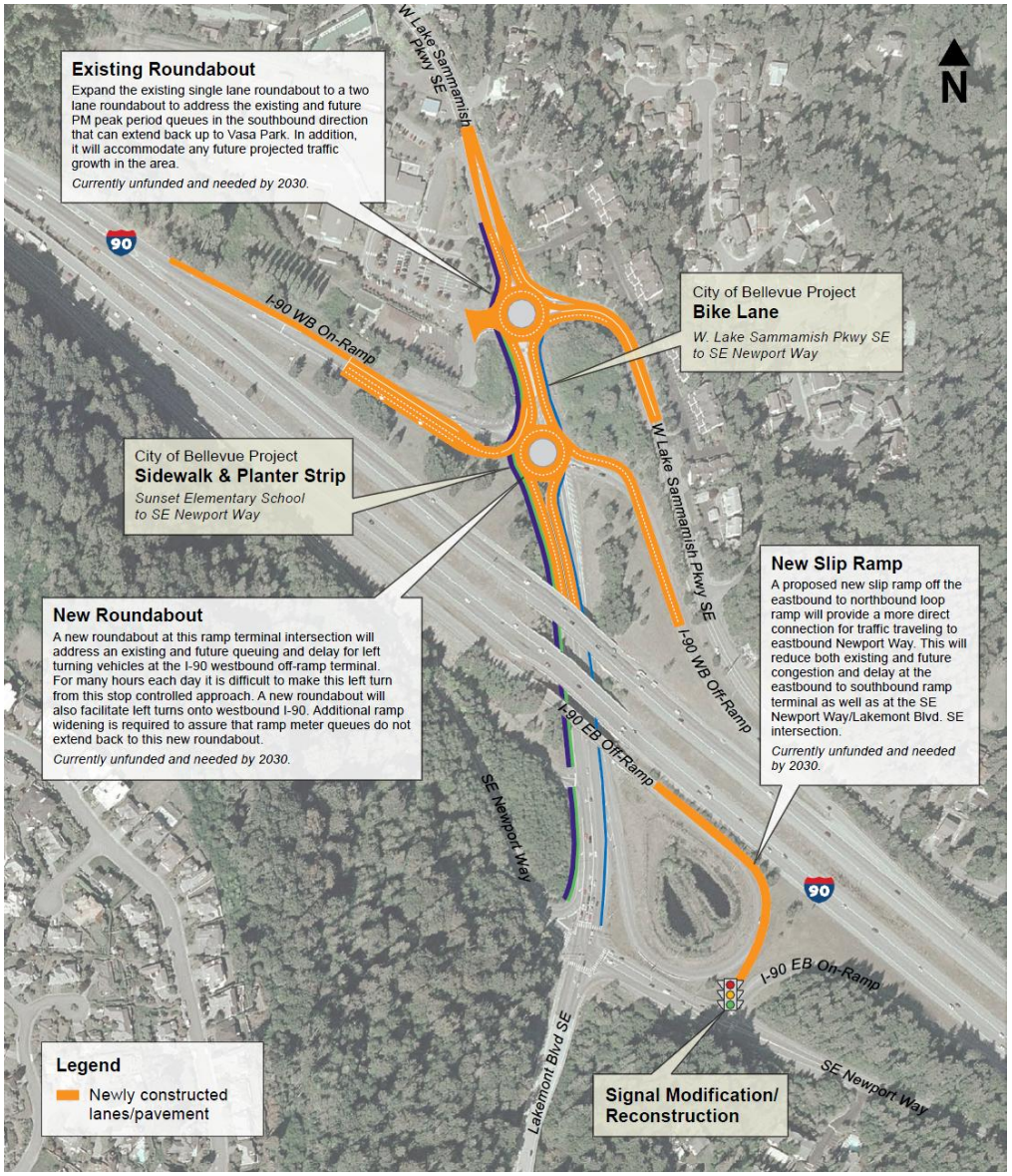
This situation helps minimize or eliminate the resulting queuing and congestion on City streets leading to on-ramps within the project study area, such as on SE 37th Street and on SE 38th Street.



Eastgate/I-90
Land Use & Transportation Project

Eastgate Interchange

Constructing a more effective interface between the State's I-90 ramps and overpasses and the City's interconnecting streets through the use of boulevard treatments and/or roundabouts could enhance traffic safety and provide community gateway and identity opportunities.



Simulated Capacity:

- **WSDOT I-90 Bellevue to North Bend Corridor Study found that roundabout enhancements improve LOS at both intersections from LOS F in the p.m. hour to LOS B or better in 2030.**
- **In the a.m. peak hour, the westbound ramps intersection operates at LOS F under its current configuration, while the existing single-lane roundabout to the north operates at LOS D.**
- **With roundabout improvements, both intersections will operate at LOS B in the a.m. peak hour.**

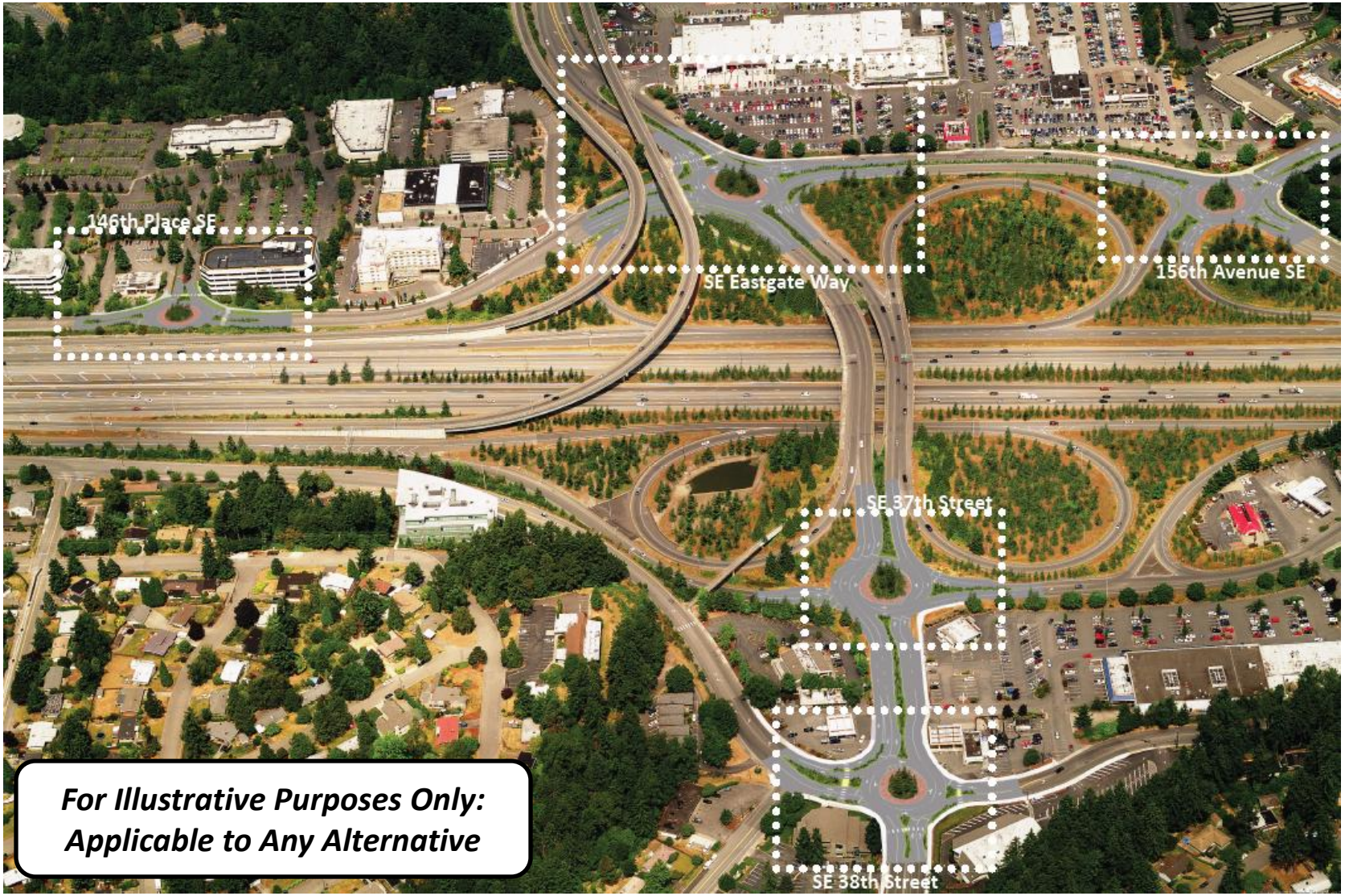
Update:

- **Addition of a new roundabout at the westbound ramp terminal received WSDOT funding for design and construction (2013 completion).**

Lakemont Interchange

Eastgate/I-90
Land Use & Transportation Project

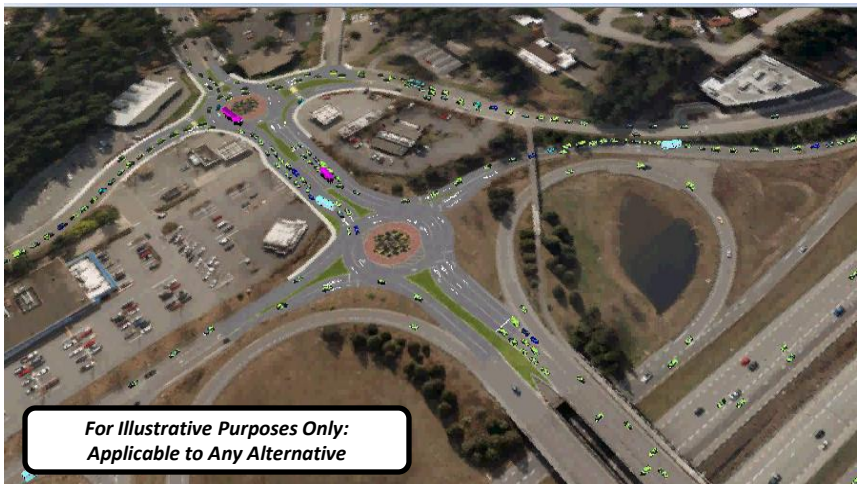
Eastgate Interchange



Eastgate/I-90
Land Use & Transportation Project

Enhancement Option

150 Ave SE and SE Eastgate Way (Looking South)



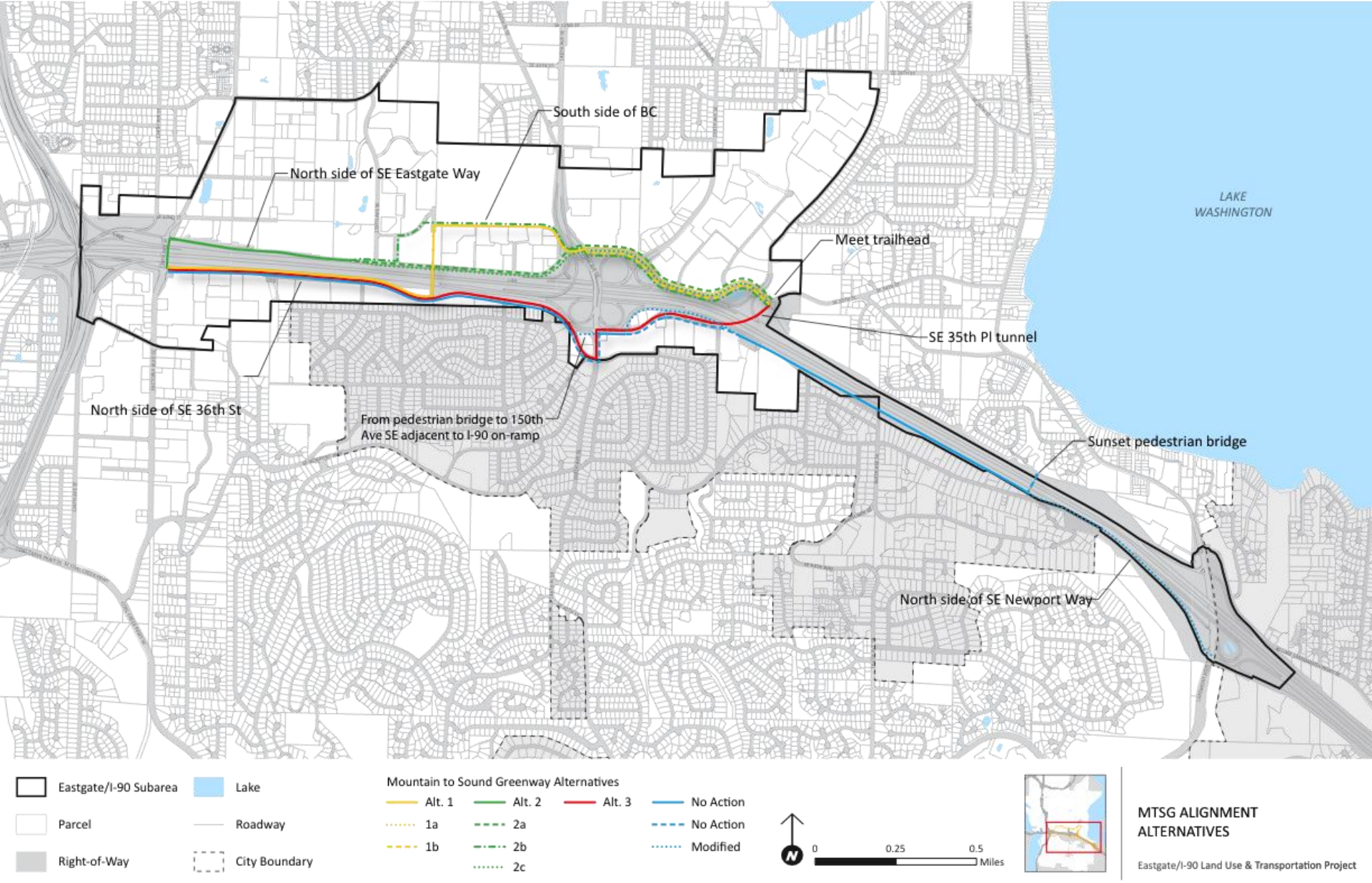
150 Ave SE & I-90 EB Off-Ramp & SE 38 St Intersections (Looking South)

"Modeled existing and future operations of roundabout intersections for the Eastgate interchange show enhanced mobility and merit further consideration as a feasible approach to finding balance between motorized/non-motorized uses and the interface between community and regional transportation needs."

– WSDOT Traffic Design, Headquarters

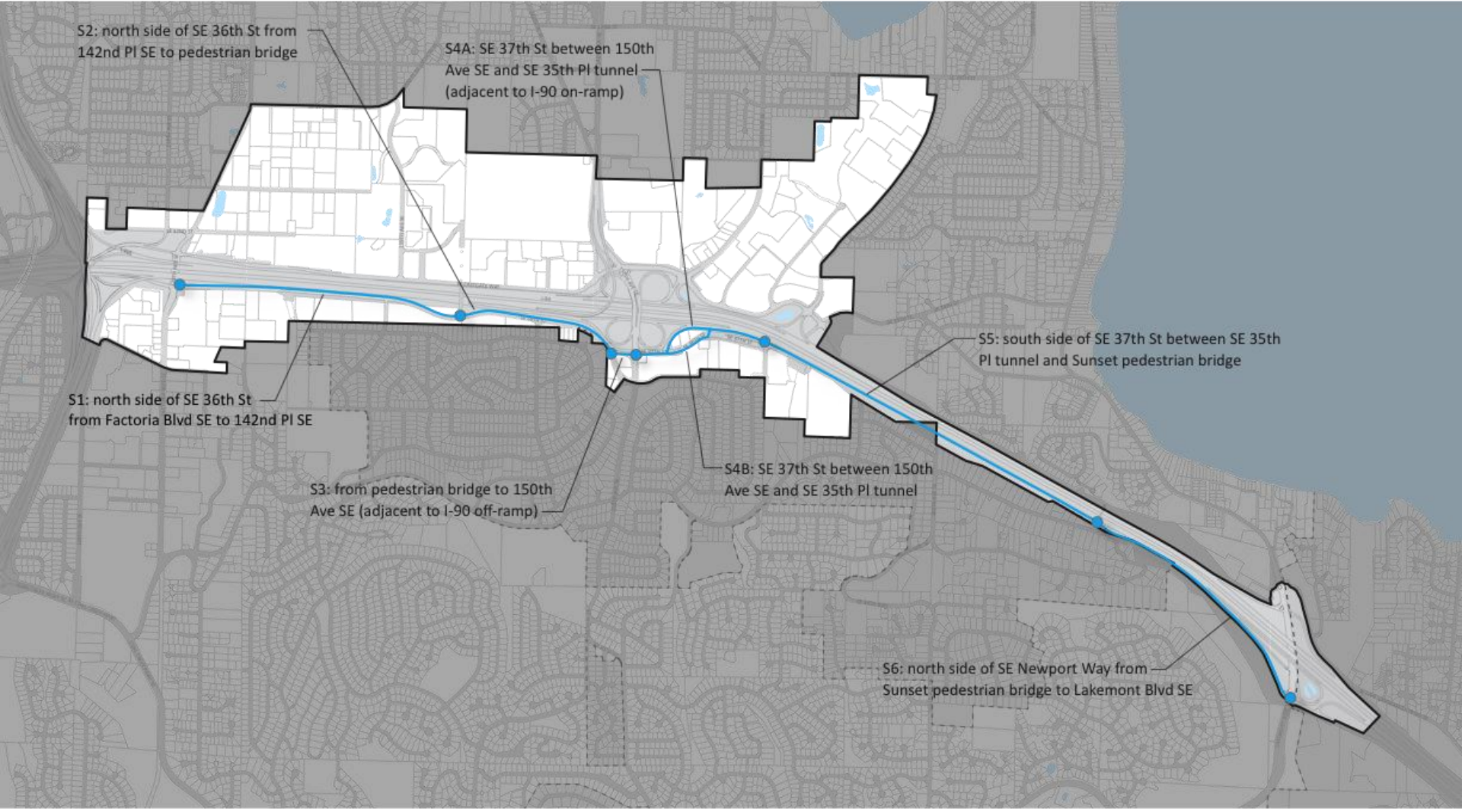
Simulated Capacity

Feedback from outreach ride participants and the consultant team indicate that the preferred Greenway Trail alignment is south of I-90 (identified as "No Action – Modified") and that cyclists should also be accommodated on the frontage road on the north side of I-90.



Eastgate/I-90 Land Use & Transportation Project

MTSG Trail Alignments



S1: north side of SE 36th St from Factoria Blvd SE to 142nd Pl SE
S2: north side of SE 36th St from 142nd Pl SE to pedestrian bridge
S3: from pedestrian bridge to 150th Ave SE (adjacent to I-90 off-ramp)
S4A/B: SE 37th St between 150th Ave SE and SE 35th Pl tunnel
S5: adjacent to I-90 from SE 35th Pl tunnel to Sunset pedestrian bridge
S6: north side of SE Newport Way from Sunset pedestrian bridge to Lakemont Blvd SE

No Action (Modified) Alternative

Segment Break

N

0 0.25 0.5 Miles

MTSG NO ACTION (MODIFIED) ALIGNMENT ALTERNATIVE SEGMENTS

Eastgate/I-90 Land Use & Transportation Project

Eastgate/I-90 Land Use & Transportation Project

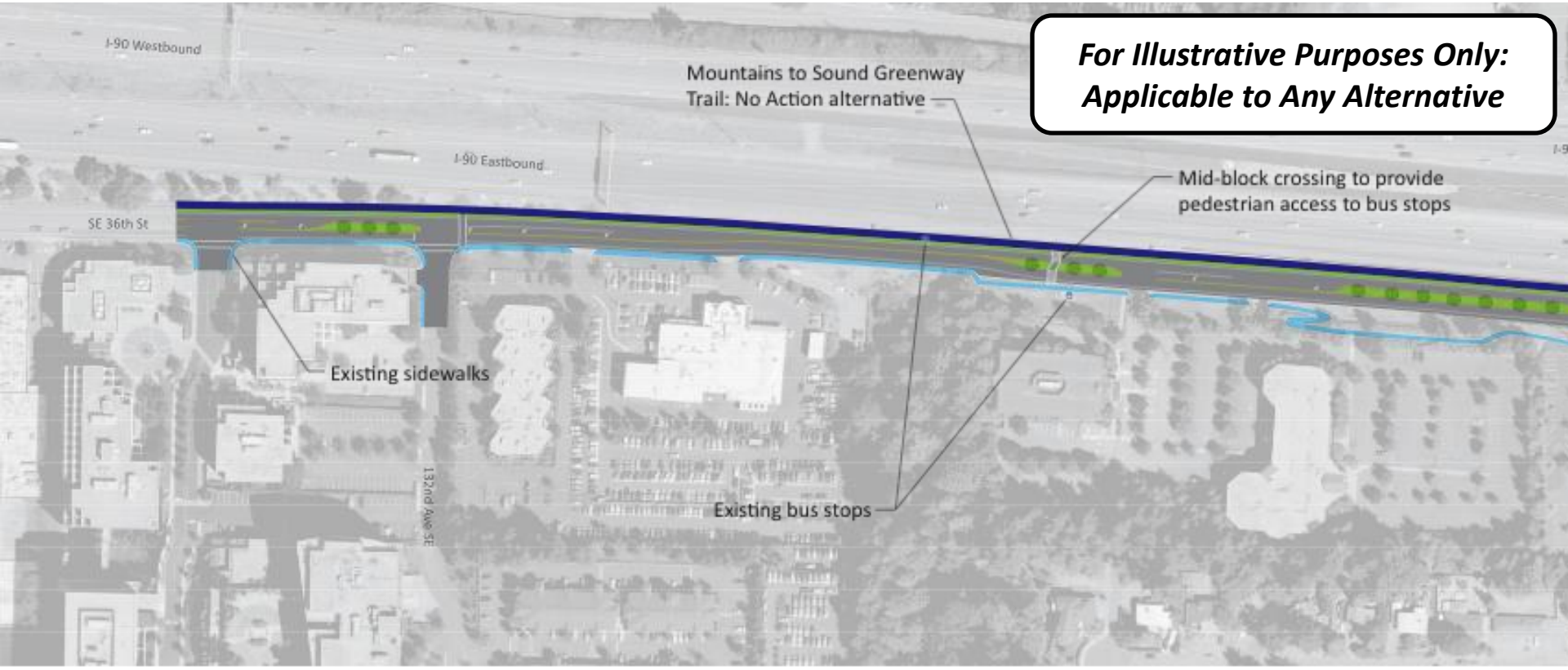
Preferred Trail Alignment

	1st Choice	2nd Choice	3rd Choice	4th Choice	Response Count
Existing Plan (2009 Bike/Ped): South of I-90, along SE 36th, continue on south side to Newport Way	**63.6% (35)**	18.2% (10)	7.3% (4)	10.9% (6)	55
Alternative 1: Begin South of I-90, cross over I-90 on the 142nd bridge and continue on north to Sunset trail	13.2% (7)	15.1% (8)	28.3% (15)	**43.4% (23)**	53
Alternative 2: North of I-90, along SE Eastgate Way	21.2% (11)	25.0% (13)	**36.5% (19)**	17.3% (9)	52
Alternative 3: South of I-90, along SE 36th Street, cross under I-90 in tunnel to Sunset trail	10.0% (5)	**42.0% (21)**	24.0% (12)	24.0% (12)	50

In total, 67 people took the on-line survey. Of the four alternatives presented, 64% of respondents preferred the alignment along the south side of I-90. Cyclists preferred this alternative at a ratio of approximately two to one over the second preferred alignment (north of I-90, along Eastgate Way).

Public Input Received

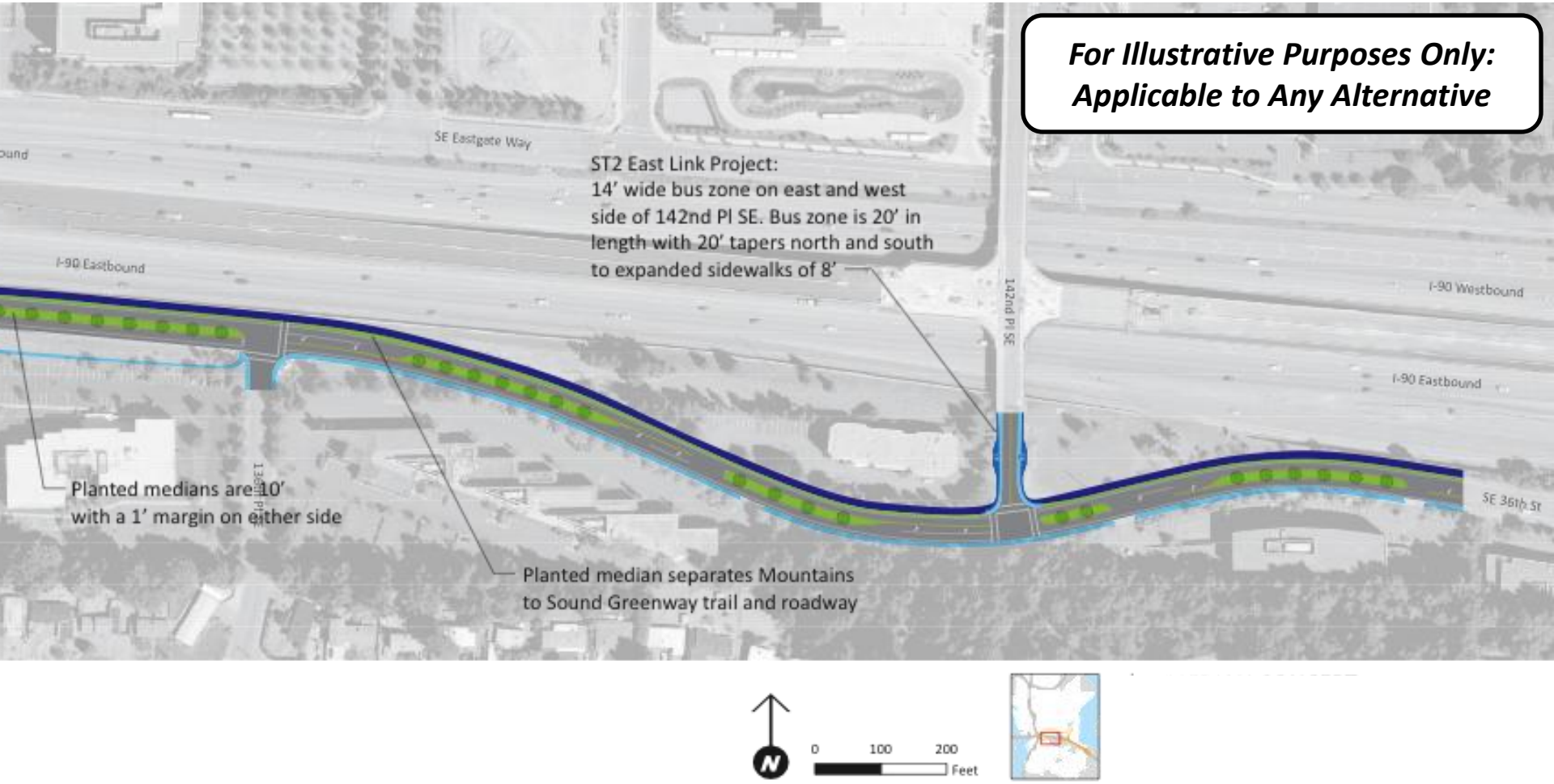
SE 36 Street Median Concept



Eastgate/I-90 Land Use & Transportation Project

Enhancement Option

SE 36 Street Median Concept



Eastgate/I-90 Land Use & Transportation Project

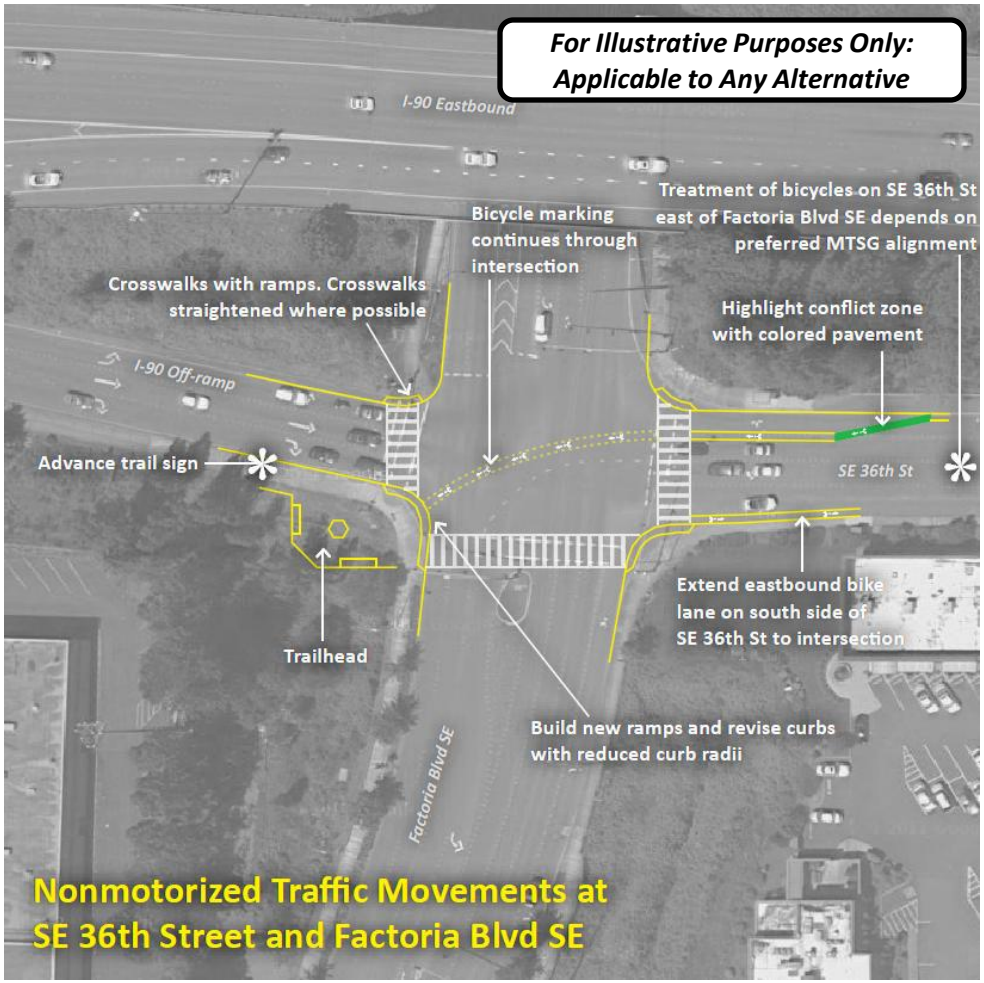
Enhancement Option

Public feedback throughout the Eastgate/I-90 planning process suggests the need to develop engineering solutions to facilitate cyclist movements at intersections on both sides of I-90.

Public Input on SE 36/Factoria:

- "Dangerous intersection; surprised there are not more accidents here."
- "Change position of access ramps onto bike path."
- "Need protection when crossing from 36th St to and from bike path from cars turning right off of freeway downramp."
- "My biggest concern (I have called the city and county) is the crossing of Factoria Blvd. The traffic lights between cars and crosswalks are in direct conflict and are just asking for a collision."

Potential Improvement

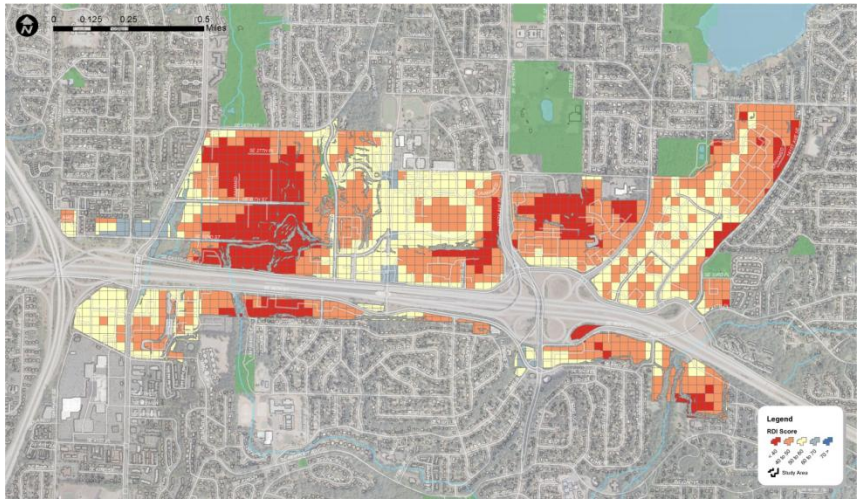


Eastgate/I-90 Land Use & Transportation Project

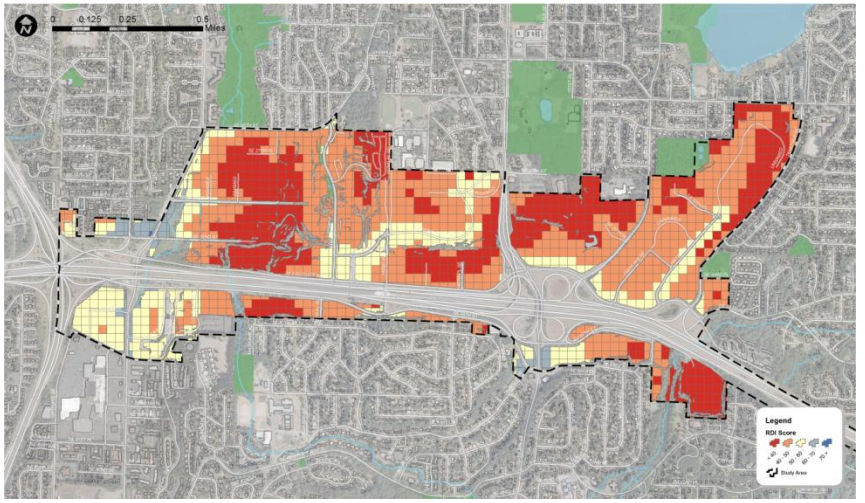
Enhancement Option

Alternative 2 has the most opportunity to improve transportation connectivity (vis-a-vis trail connections in the Richards Valley area, two proposed HCT stations instead of one, and vehicular connections to the 156th Avenue SE corridor).

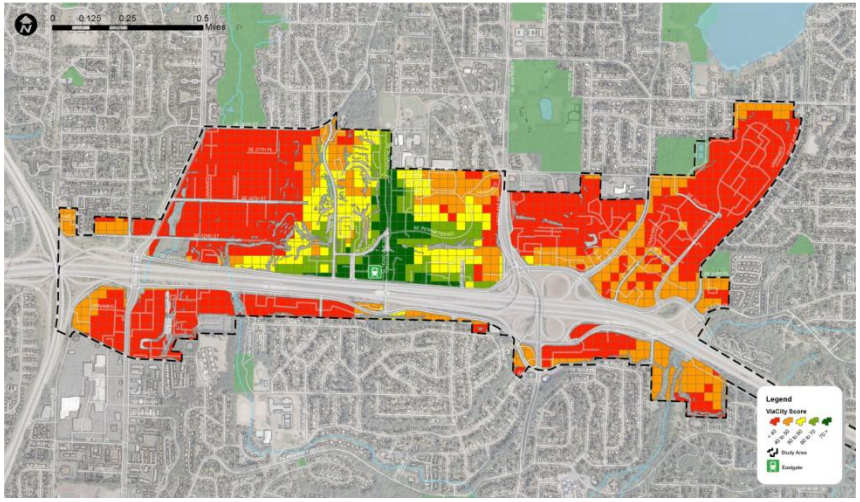
Non-Motorized RDI Score



Vehicular RDI Score



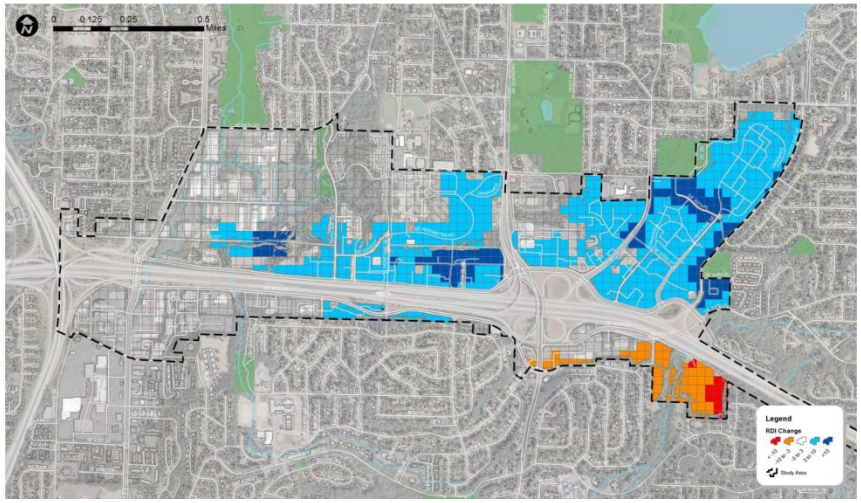
HCT ViaCity Score



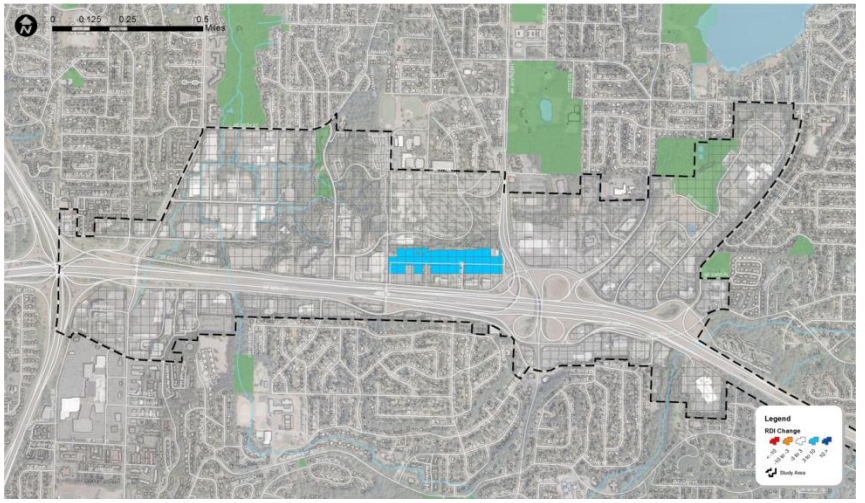
Eastgate/I-90
Land Use & Transportation Project

No Action Alternative

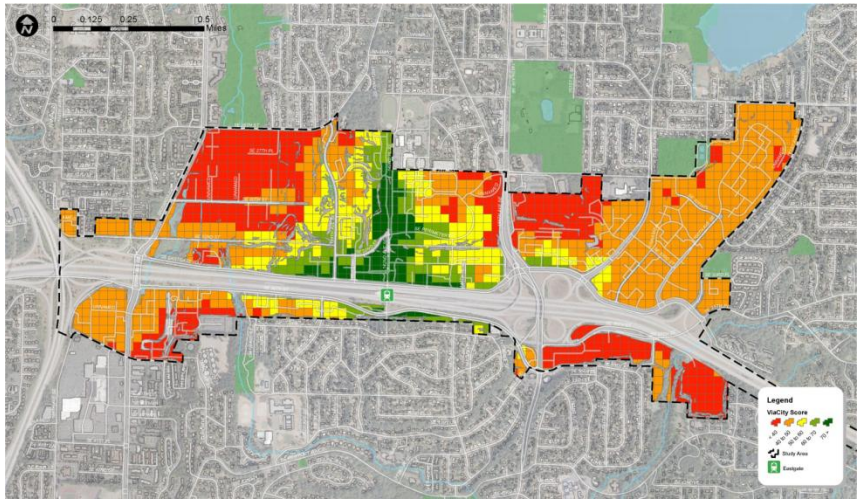
Change in Non-Motorized RDI Score (Compared to No Action)



Change in Vehicular RDI Score (Compared to No Action)



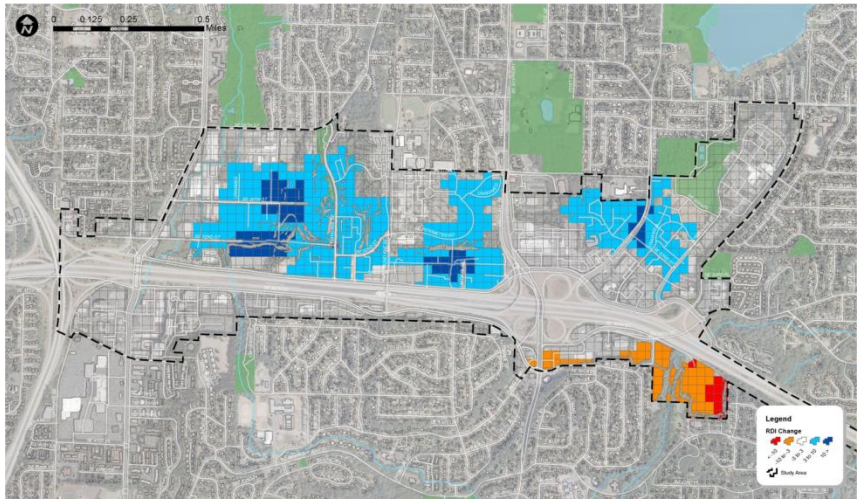
HCT ViaCity Score



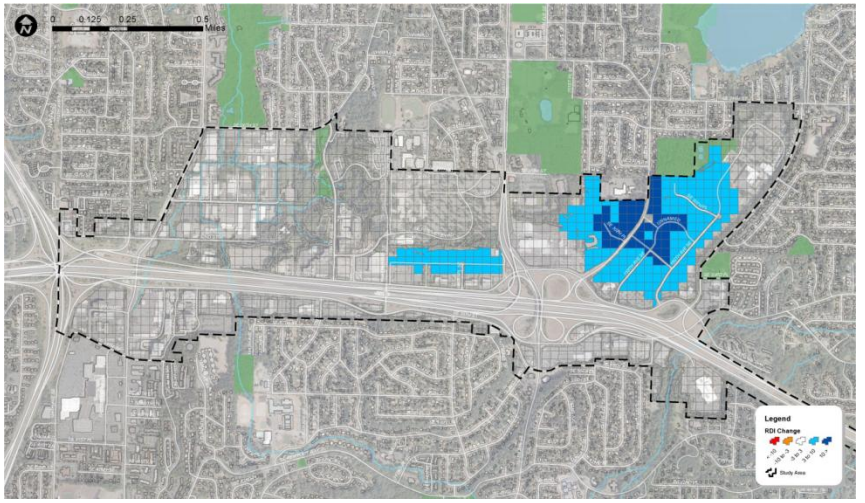
Eastgate/I-90
Land Use & Transportation Project

Alternative 1

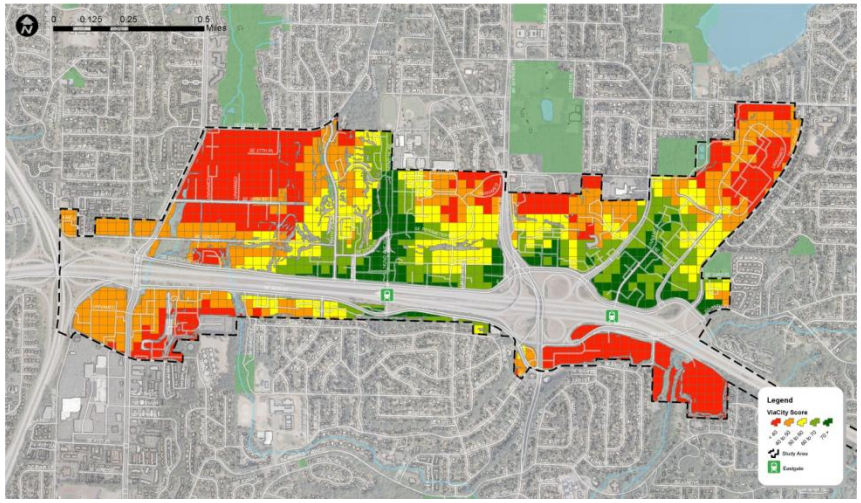
Change in Non-Motorized RDI Score (Compared to No Action)



Change in Vehicular RDI Score (Compared to No Action)



HCT ViaCity Score

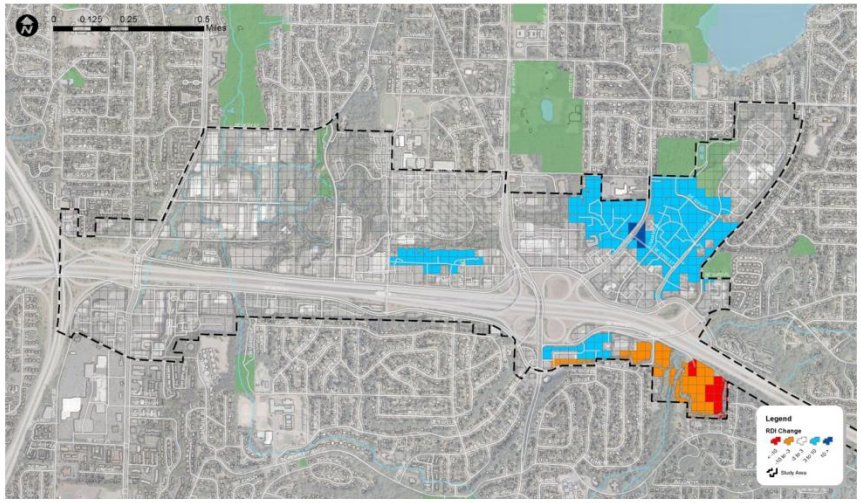


CITY OF BELLEVUE WASHINGTON

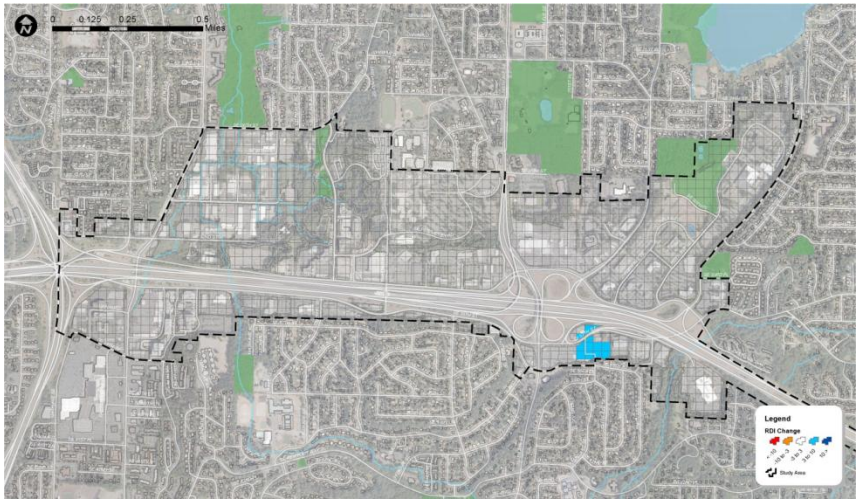
Eastgate/I-90
Land Use & Transportation Project

Alternative 2

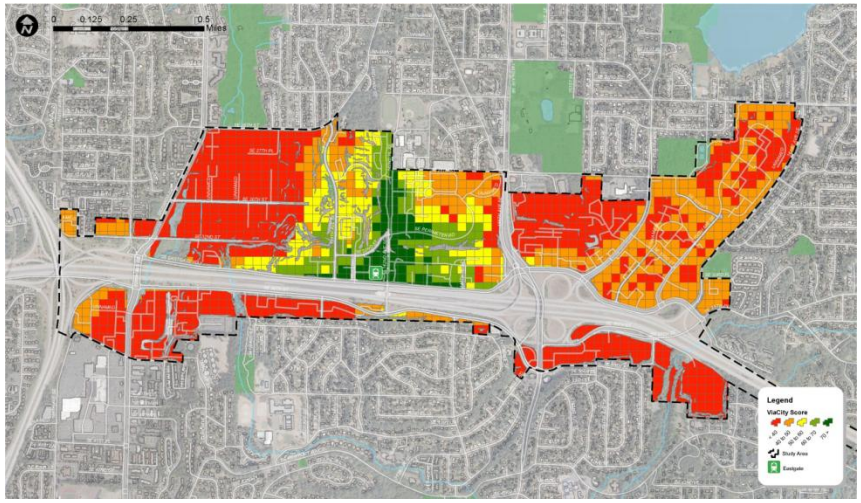
Change in Non-Motorized RDI Score (Compared to No Action)



Change in Vehicular RDI Score (Compared to No Action)



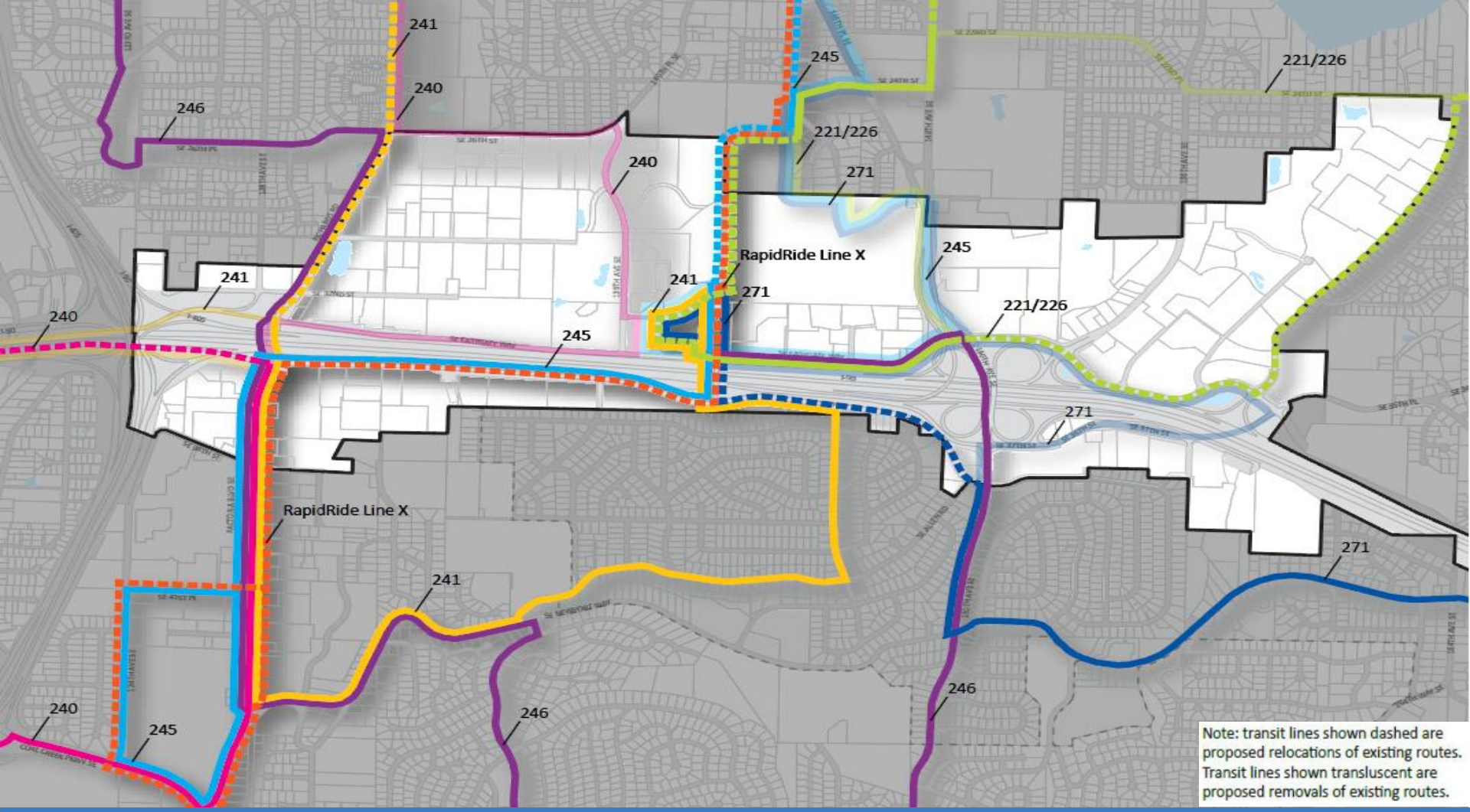
HCT ViaCity Score



Eastgate/I-90
Land Use & Transportation Project

Alternative 3

Some of the improvement concepts depicted in the Action Alternatives are expected to significantly improve transit operations in the corridor (e.g., enhanced connections to Bellevue College in Alt 1 & 3) while others (e.g., direct access ramp to the I-90 Office Park complex in Alt 2) are considered too costly and potentially infeasible to implement.

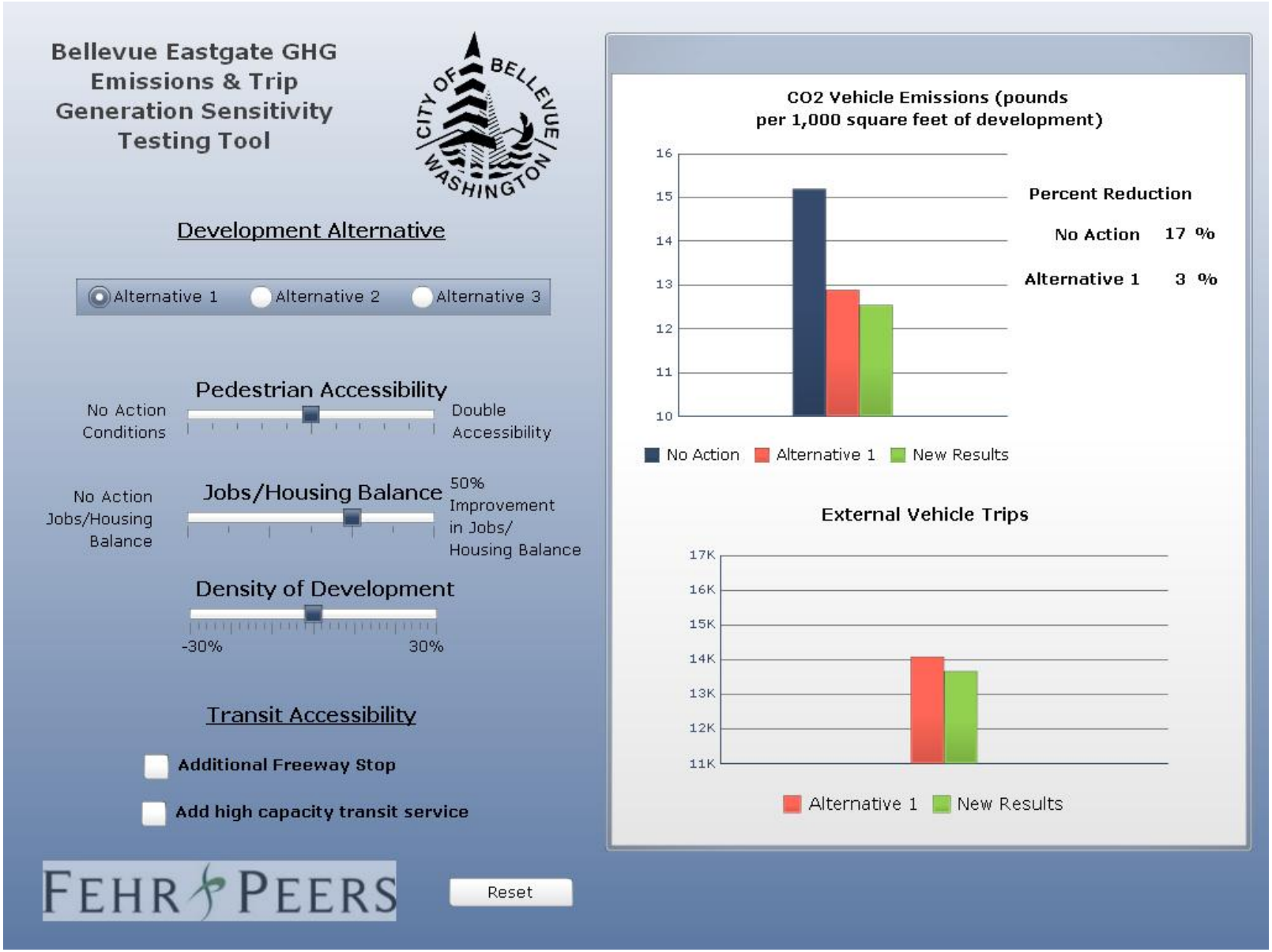


Routing consistent with Bellevue College to Eastgate P&R Transit Improvement Concept in Alternatives 1 & 3. Specific themes found in the recommendation include increasing route directness to minimize in-bus travel time, serving all-day destinations with more frequent transit, and connecting the Eastgate area with more regional transit destinations.

Eastgate/I-90
Land Use & Transportation Project

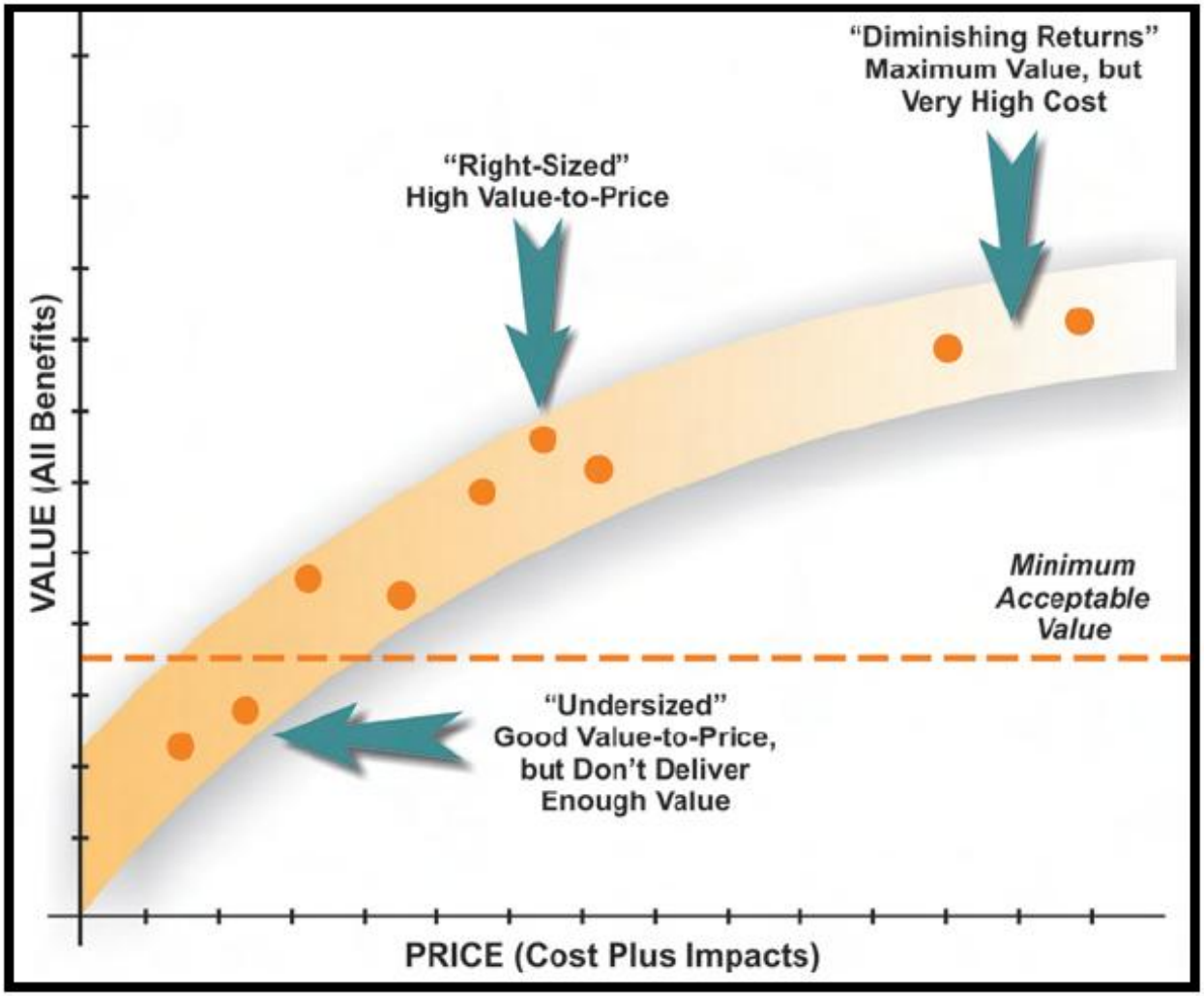
Transit Vision

Increased traffic volumes (all alternatives) will increase total CO_2 emissions; Alt 1 will reduce Peak Hour vehicle emissions on a per capita basis because of its improved Jobs/Housing balance.



Eastgate/I-90 Land Use & Transportation Project

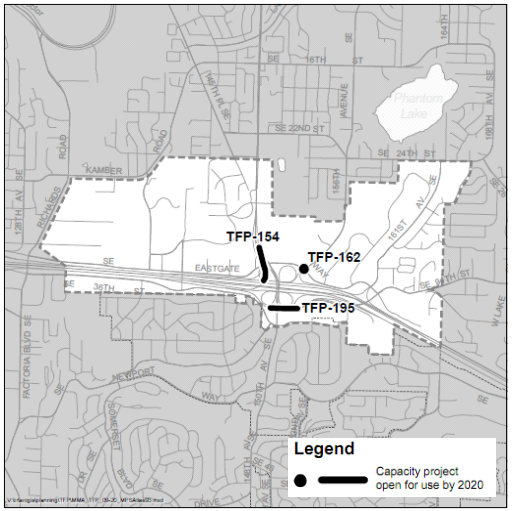
GHG Assessment Tool



Value to Price Curve

Fiscal Feasibility

- **The No Action alternative is most consistent with available funding because it includes a limited number of infrastructure improvements; the majority of which are programmed in either the City's 6-year CIP or 12-year TFP.**



TFP#	Project Name, Location and Limits	Project Description
TFP-154	148th/150th Avenue SE/I-90 westbound on-ramp to I-90 westbound off-ramp	Widen by extending the third southbound lane on 148th Avenue SE from the on-ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound off ramp.
TFP-162	156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp)	Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn.
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp widening	Widen I-90 off-ramp 300' west of 150th Avenue SE and add a through lane. Widen SE 37th Street approximately 500' to the east of 150th Avenue SE to allow for a bypass lane on the right side of the street.

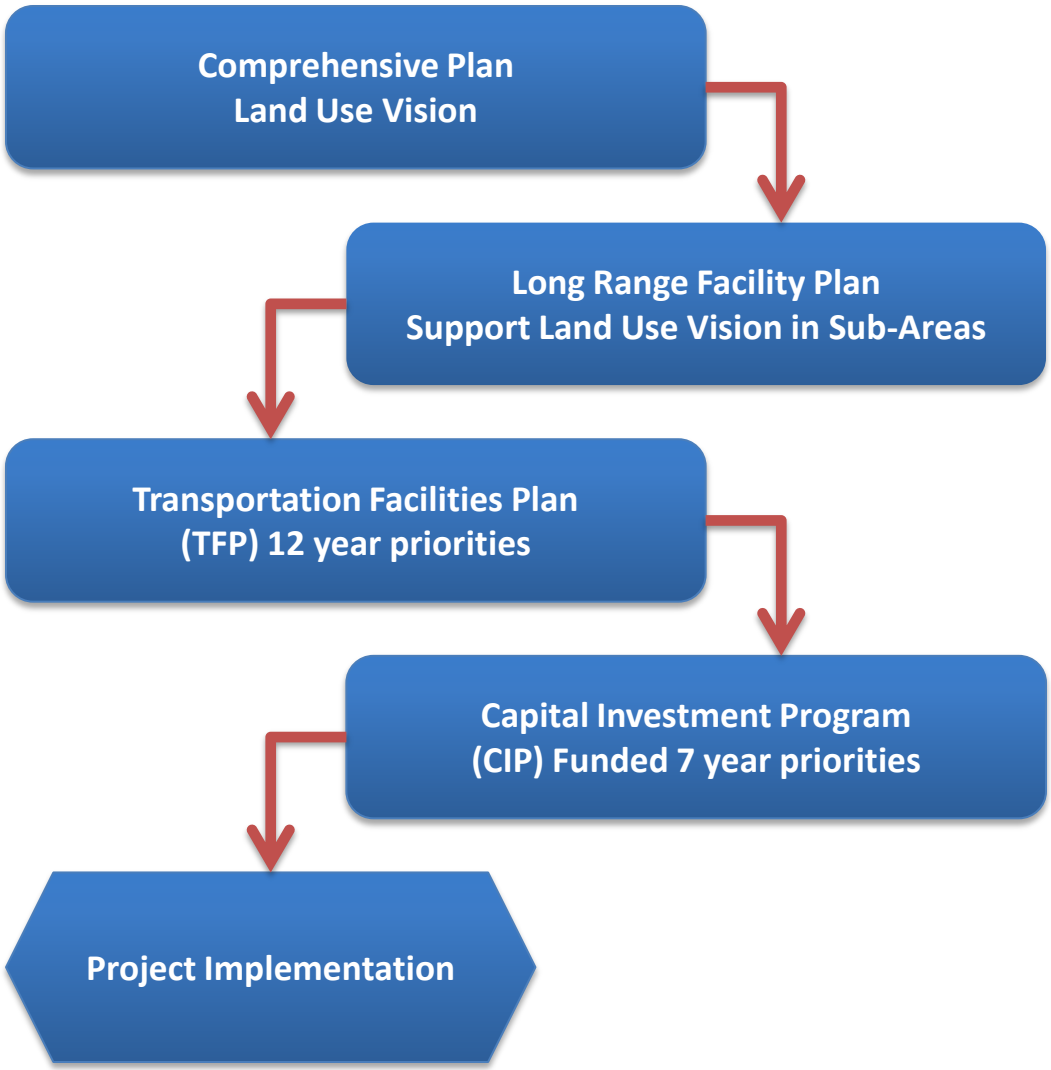
- **Mountains to Sound Greenway Trail improvement is the only project not presently programmed in the City's transportation financing mechanisms. FHWA's recent award of Scenic Byway grant funds for the Greenway Trail bodes well for advancing this project in future rounds of grant applications.**

No Action Alternative

- Combined improvements in Action Alternatives are potentially significant expenses for the City and partners.
- Identifying improvements is an important part of the planning process (i.e., “creating a new vision for the area”).
- Despite financial uncertainty, there are encouraging developments that will advance components of the project list.

Action Alternatives

- **Comprehensive Plan** outlines the City's long-term (over 20 years) land use vision.
- **Long range facility plans** include a wide range of improvement projects designed to meet the mobility goals of the subarea.
- **Transportation Facilities Plan (TFP)** City's transportation implementation plan, constrained by identified City and other revenues that are projected for the next 12 years.
- **Capital Investment Program (CIP)** provides a minimum six-year period (the City adopts a seven-year CIP every two years) for implementation of TFP projects that are likely to be needed in the short term.



Local Street Improvements

- **I-90 improvements dependent on WA State financing at a time when revenue is limited.**

- **Despite financial difficulties, if new revenues are realized (e.g., I-90 tolling) it is very likely that the EB auxilary lanes would be implemented as they are one of WSDOT's priority projects in I-90.**

WSDOT I-90 Project List

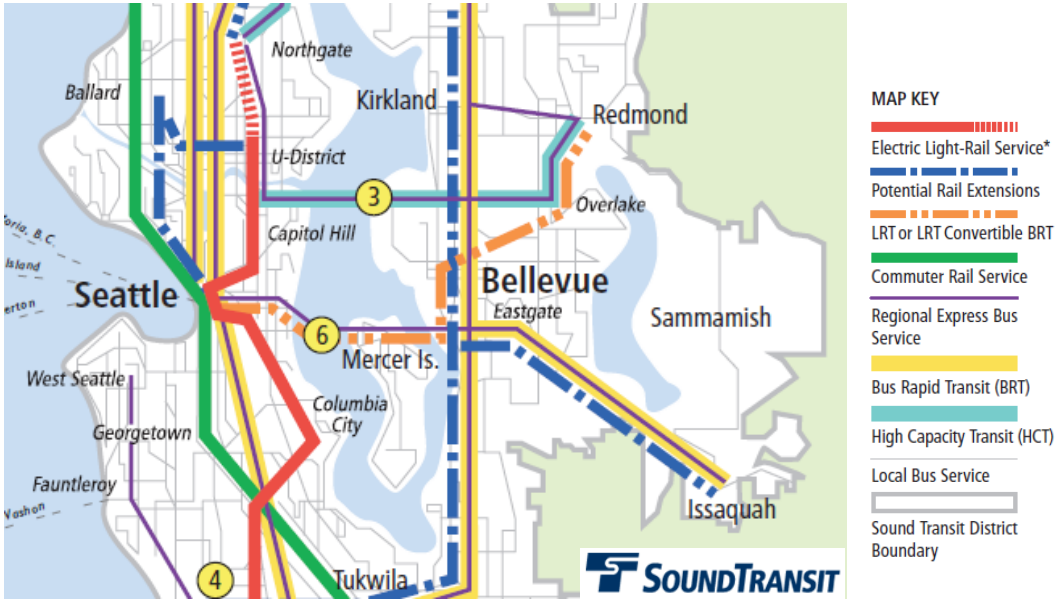
Improvement	Cost Estimate (Spring 2011)
Eastbound Aux Lane	$ 33M
Westbound Aux Lane	$ 112M
ATM (EB & WB Eastgate to Sunset)	$ 27M
HOV to HOT (Eastgate to Issaquah)	$ 19M

- **<u>Update:</u> Encouraging news regarding WSDOT improvements at the Lakemont Interchange. The addition of a new roundabout at the WB ramp terminal received funding for design/construction (2013 completion).**

Interstate Improvements

- **Sound Transit (ST) funding available ($71 M) for ST-3 planning work that may lead to a vote on a future system expansion in the I-90 corridor, including High Capacity Transit (HCT) from Bellevue to Issaquah.**

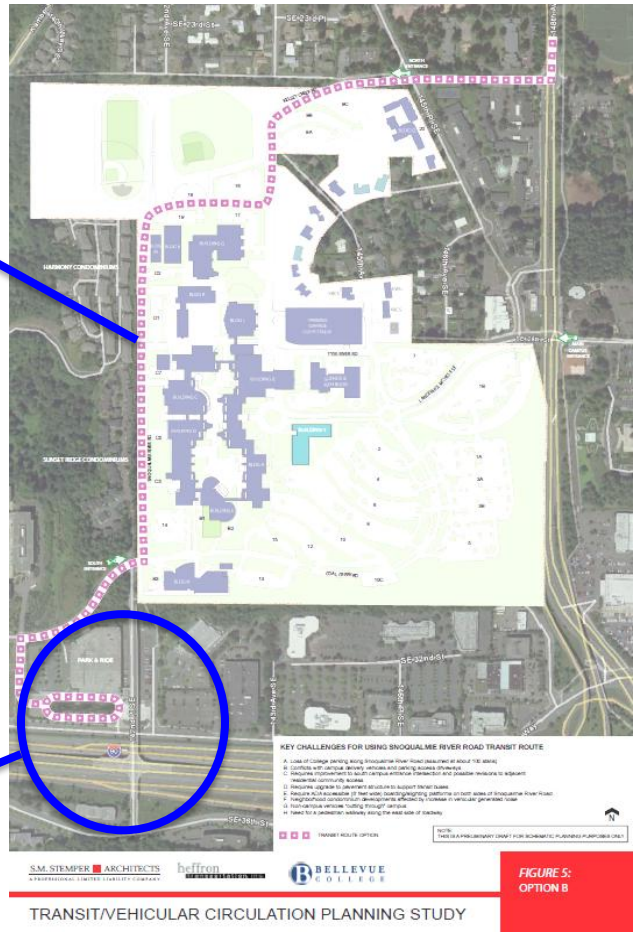
Sound Transit Long-Range Plan



- **Although it does not fully fund the enhanced station concept in Alt 1 & 3, ST is installing loading zones on 142nd Place SE to provide a paratransit/bus transfer point to replace functionality lost at South Bellevue Park & Ride during construction. Funding for this near-term improvement will help advance the vision for this bridge structure.**

Alt 1 & 3 assume reconstructing roads, improving intersection at Snoqualmie River Rd and Coal Creek Rd, and adding new transit stops (cost est = $4.4M); results in more direct bus service to/through Bellevue College and reduces running times for buses (est savings for King County Transit = $500K/year).

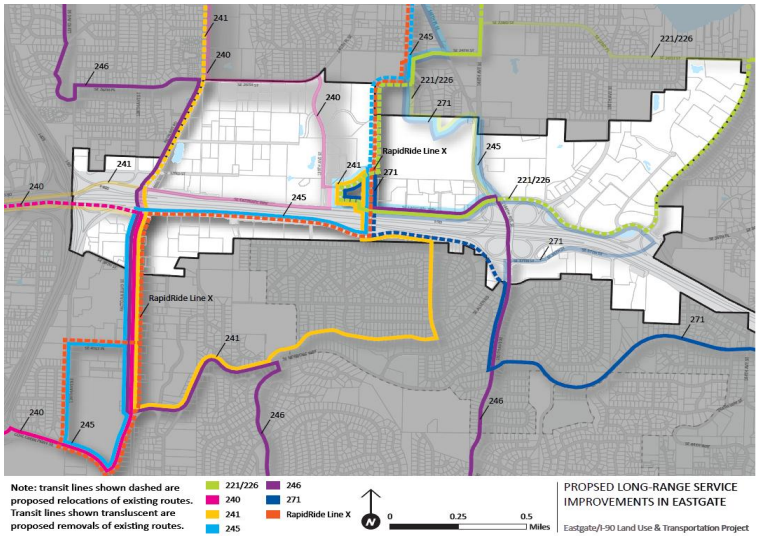
Alt 1 & 3 add weather protection for pedestrian comfort and widen sidewalks to 8 feet on 142nd Place Bridge; builds on existing facility investments at the Eastgate P&R (2004) = $33M and Eastgate Transit Access (2006) = $39M.



"Alt 2 includes a direct access ramp to enhance transit access to the employment area in the vicinity of 156th Avenue. The cost of such a facility is in the vicinity of $80M, if it is feasible to construct." – Nelson\Nygaard

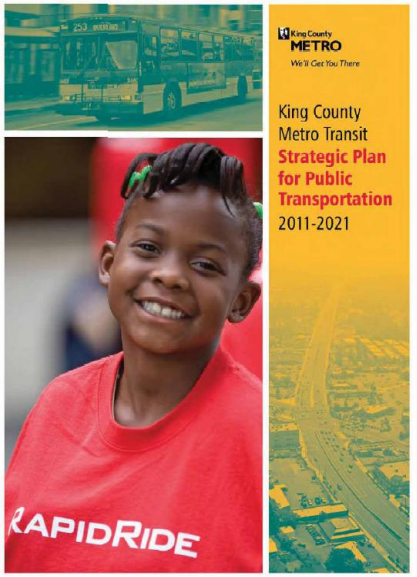
- If implemented, an additional 4,800 hours and 5 buses required for transit vision consistent with Alt 1 and 3.

- Some improvements might be realized from ST resources being made available with redeployment of 550 hours upon East Link implementation.



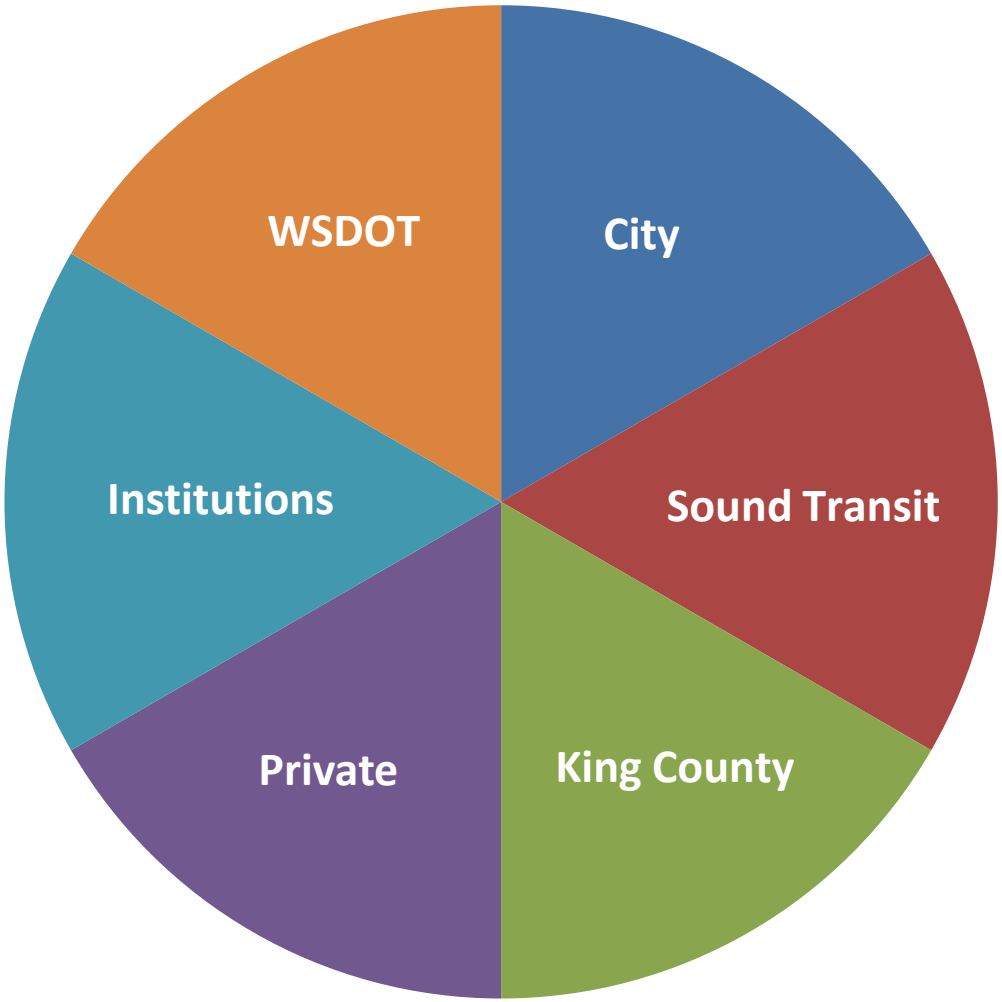
- Consistent with new Strategic Plan, Metro is expected to start reducing/eliminating unproductive services in order for it to reinvest resources in more productive areas.

- Today's land use decisions will have a significant influence on King County's transit resource allocation decisions relative to the project area in the future.



Eastgate/I-90 Land Use & Transportation Project

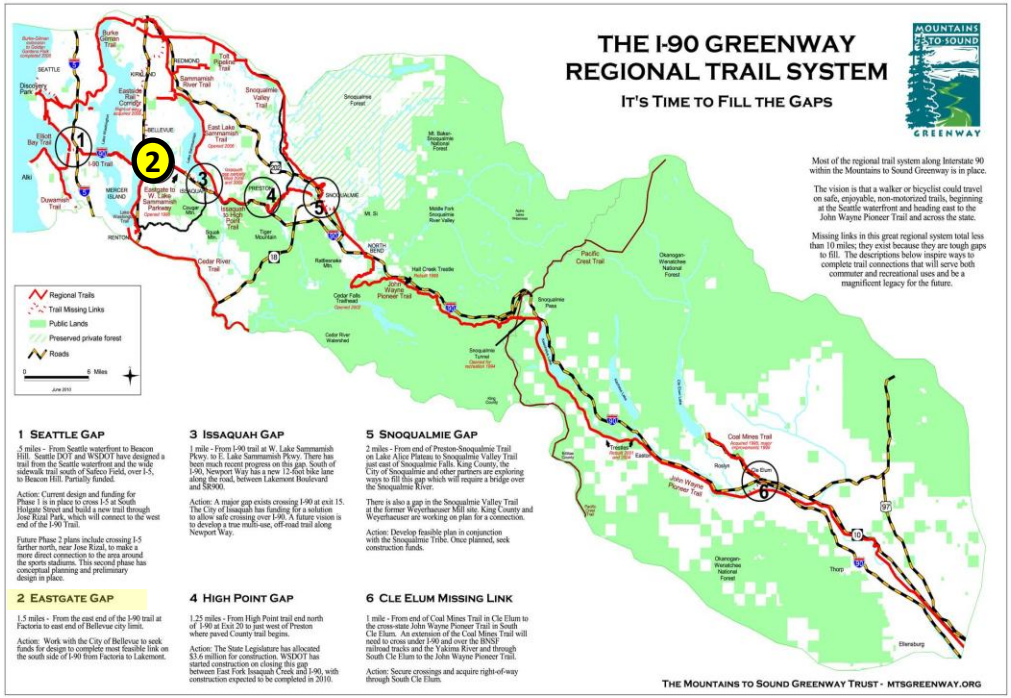
Transit Improvements



Partnerships

- **The No Action and three action alternatives all envision the elimination of the "Eastgate Gap" in the Greenway Trail by 2030.**

- **A City/Greenway Trust partnership, funded through the 2010 National Scenic Byways Grant program, is underway to advance the Greenway Trail alignment recommendation into a more detailed feasibility analysis.**



Eastgate/I-90 Land Use & Transportation Project

MTSG Trail Partnership

- **Both Alt 2 and Alt 3 include a gateway treatment for the Eastgate interchange area (estimated cost = $3.2M).**

- **At present there is no direct allocation from WSDOT to increase the tree canopy coverage in the Eastgate interchange area.**

- **<u>Partnership Concept:</u>**

  For every person who test drives a car, Carter Motors makes a donation to plant a tree in the Mountains to Sound Greenway. For each car purchase, it funds the planting of three additional trees. Carter has funded over 27,000 tree plantings in the Greenway.

Gateway Partnership

- ***WSDOT Interstate Improvements*** **– The three action alternatives all present greater partnership potential in working with WSDOT than does the No Action alternative.**

- ***Bellevue College to Eastgate P&R Transit Improvements*** **– Both Alt 1 and Alt 3 incorporate 142nd Place SE transit corridor enhancements, and therefore offer the best partnership opportunities with King County Transit and Sound Transit. Given the benefits of this project to transit operations, a cost sharing partnership (involving both transit agencies) could be explored to advance this project.**

- ***Sound Transit (ST-3)*** **– The three action alternatives each assume that the Eastgate Park-and-Ride is expected to have high capacity transit stopping at the facility. Bellevue expects (as it has in the past) to play an active role in Sound Transit's planning process to ensure that appropriate service and capital investments are made in Bellevue.**

Other Partnerships

- ***Bellevue College Land Use Partnerships*** **– The three action alternatives explore partnerships with Bellevue College, but in different ways. Alt 1 promotes strong physical, land use, and market relationships with private development to the south. Alt 2 envisions workforce development and job creation through partnerships with BC and nearby businesses. Alt 3 suggests partnerships with BC and City of other agencies/organizations to create community-oriented uses on the campus. All are worth exploring.**

Other Partnerships

www.bellevuewa.gov/eastgate-corridor.htm

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Additional Information